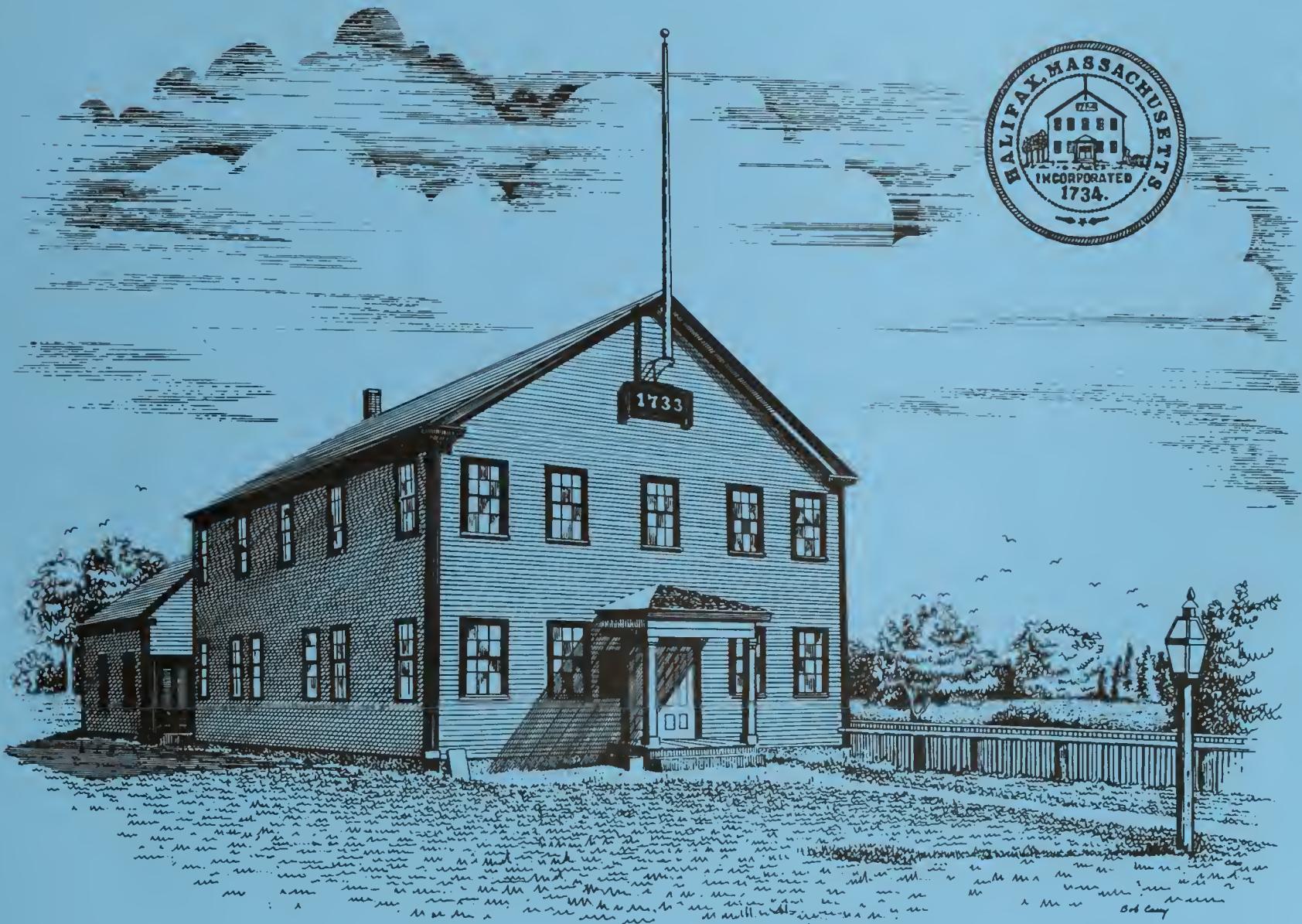


1734 250th ANNIVERSARY 1984

Town of Halifax



YESTERDAY & TODAY

As with all publications of this kind, *YESTERDAY & TODAY* has been made possible by generous contributions of time and materials from more people, both in and out of Halifax, than can be mentioned here. It has been financed with the help of funds donated by:

Abington Savings Bank

Mutual Federal Savings & Loan

Rockland Trust Company

Members of the committee express their sincere thanks to all who have played a part in producing this book.

INTRODUCTION

In the spring of 1981 a committee was formed to make preparations for the 250th Anniversary for the town of Halifax. The celebration is to be held the week of July 4, 1984. The History Committee, a sub-committee of the larger Anniversary Committee, was established for the purpose of producing something tangible as a memento of that event and this commemorative booklet is the result.

In a very real sense, the booklet is a treasure chest filled with bits and pieces of the town's first 250 years. Fifty years from now, when the town celebrates its 300th birthday, those of us lucky enough to be around to finger through its pages will be able to experience a special pleasure in stopping now and then to say, "I remember when . . ."

There are many pictures and documents here which will help make Halifax's first 250 years come alive for you. There is something of its industries, schools, churches, homes, and much more to stimulate memory, imagination, or both. In some cases pictures of places as they appear in town today are placed alongside pictures of the same places as they looked years ago. The differences are frequently surprising and, sometimes perhaps, even startling or unbelievable.

There are those looking at this book who will be able to remember our 200th birthday party and the write-up of that occasion should be particularly meaningful for them. A brief history of the town will be of some help in filling in the "pictureless gaps" of our earliest days and, for those who may wish to know more, we recommend the *History of Halifax*, written by former town historian Guy S. Baker. Some of the pictures in this volume are from Guy's book.

Although there is a great deal about buildings, places, and events in the pages which follow, this is really a book about people, for that is, after all, what buildings, places, and events are all about. So you may notice that wherever possible we have included pictures and/or information about Halifax residents responsible for or involved with those buildings, places, or events.

Thanks go to all of those who responded to the committee's plea that attics and old trunks be searched for pictures which might be used in this book. Their response made many hours of work all the more enjoyable and gratifying for committee members. In the months we have worked together all of us, "natives" and otherwise, have shared many memories and not a single one of us can say that we learned nothing from the experience. We hope that fellow townspeople will enjoy the book as much as we have enjoyed putting it together.

HISTORY COMMITTEE

Ruth V. Perkins, Town Historian
James W. H. Baker
Harry H. Brown
John F. Shea

Roger J. Pelletier
C. Otis Bosworth
Jeannette F. Bosworth
Dorene E. Kiernan

After looking through this book, it should be clear that Halifax harbors a rich and active past. There were years when the town was, without question, an area focal point for many activities and industries.

Halifax was a focal point, for example, for those seeking rest and relaxation, as attested by still-vivid memories of weekend outings. Friends and relatives would arrive at the railroad station where they were picked up and transported by carriage to local homes, pondside cottages, or to the Hotel Monponsett whose pavilion is now nestled, cocoon-like, inside the restaurant which stands at the pond's edge.

At other times of year the town was a focal point for communities which needed ice for homes and businesses. Teams of men were transported into town to cut ice from the pond and to store in large ice-houses that which was not to be shipped out for immediate use. Ruins of some of the large ice-houses, and those of smaller ones used by Halifax families, are still to be found around town, as are some of the old ice-cutting tools. The practice of ice-cutting and storing is among a number of lost arts once practiced in our town.

Preparing charcoal was a process demanding skill and care which, in hindsight, might well justify its classification as an art. Men went into local forests to cut the wood, to stack, cover, and vent it just-so for the burning. And while the burning proceeded, the "coaler" built a temporary shelter beside the pit and lived on the spot to see that the burning continued evenly and at a proper pace. Once the coal was ready, the pit would be raked out and incompletely burned pieces piled into a smaller pit, known as the "fox," where it would be further burned to get every last bit of product from the valuable wood. Like the ice, charcoal was shipped to communities as far away as Boston. What is left of the coaling industry is to be found in woods which have grown up with many of the town's long-time residents. Scattered through the woods like fairy rings are relic pits, great and slightly mounded circles of dirt and vegetation.

Although we look elsewhere for our herring today when the spring runs take place, there was a time when catching and selling the fish was big business in town. Rights to "catch and sell" were sold to individuals and competition for them was so great that the town eventually established a committee to oversee the whole business. Demand for the fish matched that for the right to "catch and sell" them. Indeed, it was so great at one time that a limit of 400 fish per customer was set until all who wished a supply had been provided for. The use of herring for family fare was widespread and recipes for dissolving the bones were highly valued. Former Town Historian, Guy S. Baker, remembered that of his mother: "clean them and soak them in a mixture of vinegar, brown sugar, and cinnamon."

Speaking of food is a reminder that the business of seeing families housed, fed, and clothed was (and is) a most important one. It was the earliest, longest lasting, and foremost of all Halifax concerns. The few barns still standing around town might well be adopted as symbols of the small family farms that did so much to make survival possible. The few remaining chicken houses of size are reminders that as times changed some families outgrew the simple farm, grew and specialized, traded their products and services for the wherewithal to enrich their lives beyond what was possible by depending solely on what they could grow, build, or otherwise fabricate for themselves. Today the truck farms, the small orchards, the cranberry bogs, and the expansive fields of cow-corn and hay stand as remnants of a simple farming past adjusted to fit a more complex present.

There is much of Halifax's history still to be dug out, organized, and entered into the formal record. At a Town Meeting on November 10, 1834, for example, in response to an article on the warrant, it was "voted to have the Centennial Celebration of the 4th of July last in town recorded in the Town Book." No such recording has ever been found. Was a time capsule buried during the 200th Birthday in 1934, as rumored? If so, where was it buried? No one seems to know!

There is little written in this book which is new. What is new is that for the first time an invaluable pictorial record has been brought together for all the people of Halifax.

Anno Regni Reg:

Georgii
Octava.

In Act for Enacting
a New Town within the
County of Yarmouth by the Name

a New Town within the
of Halifax

Whereas the Land situated in the North Precinct in
Yarmouth, the Southwesterly part of the East Precinct in Middleborough and the
southerly part of the Town of Yarmouth is competently filled with Inhabitants
who are desirous to erect by a distinct & separate Town, and that they may be
supplied with all the usual Roads & Bridges of a Town —

Be it therefore Enacted by the Command of the Governor
Council & Assembly in General Court assembled and by the Authority of the same,
That all the Land lying in the Southwesterly Part of the North Precinct in Yarmouth,
Part of the East Precinct in Middleborough and the southerly part of the Town of Yarmouth
as hereafter described and required to be hereinafter called by the name of a separate
Town to be erected by a distinct & separate Town, by the name of

The Town of the said Precincts to be bounded by the Beginning at a White
Oak tree marked with a Gun barrel standing on the bank of the said water side in the
Southwest corner bounds of a lot granted formerly belonging to Mr. John H. Smith the said tree standing
in Middleborough, extending Northwards to a corner point severally known as the South
corner or junction of the South west Precinct of the said Precincts, thence South
thither — from said corner one hundred & ten Rods to a stone corner of one hundred &
thirteen Rodes Northwesterly twenty two Yards East two hundred & six rods to a white oak marked
on four sides, thence North an Degrees East one hundred thirty one Rods to a White oak
formerly marked on the Southwesterly side of Brdgwater brook, thence North twelve Degrees East
one hundred & eight rods to a white Oak standing in the water side on the South side of said brook,
thence Southwesterly to a corner point between the said brook & Brdgwater brook, & so as to
bounds in Middleborough containing North twenty Degrees East by a line of marked trees in
the said Precincts & the distance thereof is ninety one Rods to a nail which is presently marked
on the said line in a tree ad eucalyptus being the southern corner point of the said Precinct
left in the said Towne thence Southwesterly seven Rods & a half East to the said
Brdgwater brook which is marked S. 70. Standing in the said Precinct

The above is a copy of the original handwritten document of the Incorporation of the Town.
This is in the Archives at the State House. This is the best copy that we were able to obtain. It
can be read on the following page.

INCORPORATION OF THE TOWN OF HALIFAX

[1st. Sess.]

Province Laws.—1734-35.

CHAPTER 9.

AN ACT FOR ERECTING A NEW TOWN WITHIN THE COUNTY OF PL[Y][I]MOUTH, BY THE NAME OF HALLIFAX.

WHEREAS the lands situate on the northerly part of the north precinct in Plimpton, the northerly part of the east precinct in Middleborough, and the southerly part of the town of Pembrook[e], is competently filled with inhabitants, who are desirous to be set off a distinct and sep[a][e]rate town, and that they may be [be] vested with all the powers and privile[d]ges of a town,—

Be it therefore enacted by His Excellency the Governor, Council and Representatives in General Court assembled, and by the authority of the same,

[SECT. 1.] That all the lands lying on the northerly part of the north precinct in Plimpton, the northerly part of the east precinct in Middleborough, and the southerly part of the town of Pembrook[e], as hereafter bounded and described, be and hereby is set off and constituted a sep[a][e]rate township by the name of Hallifax.

[SECT. 2.] The bounds of the said township to be as followeth; viz., beginning at a white-oak tree marked on four sides, standing on the bank of Bridg[e]water River, being the northwest corner bounds of a lot of land formerly belonging to Mr. Standish; thence the bounds in Middleborough, extending north, seventy-nine degrees east, seventy-four rods, to a red oak, marked on four sides, which is the north-east corner of said Standish's land; thence south, sixteen degrees east, about one hundred and ten rods, to a maple standing near Standish's house; thence north, twenty-two degrees east, two hundred and fifty rods, to a white oak marked on four sides; thence north, ten degrees east, one hundred and sixty-one rods, to a white oak, formerly marked, on the southerly side of Bridgwater road; thence north, twelve degr[e]es east, one hundred and one rod, to a stake standing in Bridgwater line, on the south side of Seatucket Brook, so called, it being a corner bounds between the town of Plimpton and Pembrook; thence the bounds in Pembrook, extending north, twenty degrees east, by a range of marked trees in Bridg[e]water line, seven hundred and ninety-one rods, to a small ash tree, formerly marked "69, 70," standing in a narrow swamp, being the north-west corner bound of the sixty-ninth lot[t] in the Major's purchase; thence south, sixty-seven degrees and an half east, one hundred sixty-nine pole, to a white oak tree, marked "69, 70," standing in the cedar swamp range; thence south, about twenty-three degrees east, thro[ugh] the cedar swamp, about five hundred and twelve rods, to the mouth of Monponset Pond; from thence east, half a degree northerly, about six hundred seventy-one rods, to a white oak tree marked on four sides, standing by a corner of Jones's-River Pond, a little to the northward of a run of water; thence bounded by said pond until[l] it meets with a line extending from a large split rock in Turkey Swamp, a little to the southward of the bridge,

Preamble.

A new town granted by the name of Halifax.

Bounds of the town described.

Proviso.
17 Pick. 344.

Proviso.

north, thirty degrees east, unto the said pond; thence extending in Plimpton, south, thirty degrees west, about four hundred and fifty rods, unto the aforesaid rock in Turkey Swamp; from thence south, sixty-three degrees and an half west, three hundred ninety-four rod, to Adam's Rocks, so called, standing on the west side of a highway that leads from Mr. John Waterman's to Plimpton meeting-house; thence south, fifty-six degrees west, five hundred and ten rods, to Middleborough town line, forty rods southeastward from Mr. Ebenezer Fuller's house; thence in said town line, south, thirty-three degrees and a quarter east, fifty rod[s]; from thence through Middleborough, extending south, fifty degrees west, two hundred rod; from thence north, fifty degrees and a half west, fifty rod, to a small swamp-birch standing on the west side of Raven Brook; and thence still north, fifty degrees and an half west, three hundred eighty-three rods, to [the] [a] brook at the upper corner of Ebenezer Cobb's land, and still on the same point or range, about two hundred and ninety rods, to Bridgwater River, below the mouth of Winnatuset River; and from thence by said Bridgwater River, to the bounds first mentioned.

[SECT. 3.] And that the inhabitants of the said land before bounded and described, be and hereby are vested with the powers, priviledges and immunities that the inhabitants of any of the towns within this province are or ought by law to be vested with.

Provided,

[SECT. 4.] The inhabitants of the said town of Hallifax, do within the space of two years from the publication of this act, settle a learned, orthodox minister, and provide for his honourable support among them; and likewise provide a schoolmaster to instruct their youth in reading and writing: *only* it is to be understood that the land of Doctor Polycarpus Loring, adjo[i][y]ning to his dwelling-house, and the lands, lying on the south-easterly side of the line, that the north precinct voted to the petitioners the 3rd [of] June, 1734, belong to Mess[rs]. Ebenezer Standish, Zechariah Standish, Zechariah Soul, Jabez Newland, Ignatius Loring, Samuel Bryant, Joseph P[h]enn[e]y, Nathaniel Bryant, John Battles, and their families, dwelling within the bounds of the said township, shall still be and remain to the aforesaid town of Plympton.

Provided,

[SECT. 5.] Nothing in this act shall be construed or understood to excuse any of the inhabitants of the towns of Plimpton, Middleborough and Pembrook, petitioners respectively, from paying their proportionable parts to all former taxes, and also the province tax that shall be laid on the said towns for the current year. [Passed July 4; published July 6.



G. SOULE

circa 1700

Plymouth St.



A. LYON

circa 1730

Old Plymouth St.



S. ALLEN

circa 1790

Elm Street



T. FULLER

circa 1770

Holmes Street



A. BOSWORTH

circa 1780

Carver Street

**First Census of the United States
Heads of Families—Massachusetts
PLYMOUTH COUNTY "1790"**

NAME OF HEAD OF FAMILY	Free white males of 16 yrs. and upward, includ- ing heads of families.	Free white males under 16 years.	Free white females, in- cluding heads of families	All other free persons.	Slaves.
HALIFAX TOWN					
Loring, Levi	1	1	3	: : :	
Sturdevant, Simeon	2	4	2	: : :	
Harlow, Jonathan	2	6	3	: : :	
Holmes, Lothrop	3	3	5	: : :	
Bosworth, Ichabod	2	: : :	2	: : :	
Holmes, Solomon	3	: : :	4	: : :	
Bearse, Andrew	1	: : :	2	: : :	
Briggs, David	1	3	3	: : :	
Briggs, Benjamin	1	2	1	: : :	
Briggs, Barnabas	1	: : :	: : :	: : :	
Briggs, John	3	: : :	2	: : :	
Briggs, Samuel	1	1	3	: : :	
Fuller, Thomas	1	4	3	: : :	
Jones, Lydia	1	: : :	1	: : :	
Leach, John	2	1	4	: : :	
Bozworth, David	1	1	1	: : :	
Ripley, Perez	2	3	7	: : :	
White, Joel	2	4	5	: : :	
Hall, Jabez	1	1	2	: : :	
Sturdevant, Stafford	1	3	5	: : :	
Briggs, Revd. Ephm	3	3	4	: : :	
Briggs, Abigail	: : :	: : :	3	: : :	
Thayer, Isaac	1	: : :	: : :	: : :	
Soule, Jabez	1	3	3	: : :	
Watermon, Aaber	1	3	2	: : :	
Waterman, Eleazer	2	: : :	4	: : :	
Holmes, Ellis	1	4	5	: : :	
Waterman, Elisha	1	4	4	: : :	
Sturdevant, Barzilla	1	: : :	2	: : :	
Palmer, Joshua	1	: : :	1	: : :	
Palmer, Joshua, Jur	1	2	1	: : :	
Sturdevant, Caleb	3	: : :	2	: : :	
Loring, Ignatius	4	2	4	1	
Cushing, Noah	1	: : :	1	: : :	
Faxon, Elisha	1	1	6	: : :	
Tilson, Joseph	1	: : :	2	: : :	
Hatch, Walter	2	1	3	: : :	
Tilson, Ephraim	3	: : :	6	: : :	
Sears, Holmes	2	: : :	2	: : :	
Waterman, Isaac	1	2	4	: : :	
Waterman, Freeman	3	: : :	6	: : :	
Pratt, Consider	1	1	4	: : :	
Cartee, Benja	1	1	4	: : :	
Pool, John	1	4	4	: : :	
Dunbar, Hannah	: : :	1	2	: : :	
Hathaway, Josiah	1	: : :	2	: : :	
Thomson, Ebenezer, Esq.	1	: : :	2	: : :	
Thomson, Ebenezer, 3d	1	1	1	: : :	
Thomson, Reuben	3	: : :	2	: : :	
Thomson, Abel	1	: : :	2	: : :	
Sturdevant, Simeon, Jur	1	: : :	1	: : :	
Bosworth, John	3	2	1	: : :	
Bozworth, Benja	1	1	3	: : :	
Sturdevant, Seth	1	1	2	: : :	
Waterman, Wm.	1	1	4	: : :	
Allen, Micah	1	1	4	: : :	
Thomson, Asa	3	2	2	: : :	
Lyon, Deborah	: : :	: : :	2	: : :	

NAME OF HEAD OF FAMILY	Free white males of 16 yrs. and upward, in- cluding heads of families	Free white males under 16 years.	Free white females, in- cluding heads of families	All other free persons.	Slaves.
HALIFAX TOWN					
Thomson, Zebadiah	1	1	3		
Thomson, Moses	1	1	2		
Thomson, Thos	1	1	4		
Dunbar, Janet	1	3	4		
Samson, Barnabas	1	1	1		
Thomson, Ichabod	2	1	4		
Thomson, Adam	1	3	2		
Inglee, Moses	4	2	3		
Soule, Gideon	2	1	3		
Standish, Rebeccah	1	1	4		
Ryder, Nathl	1	3	2		
Bozworth, Selah	2	2	2		
Bozworth, Sarah	1	2	1		
Bozworth, Richard	3	2	7		
Thomson, Thaddeus	1	1	2		
Lamson, Nathan	2	1	2		
Fuller, Samuel	1	2	4		
Forrest, John	1	1	2		
Forrest, Asa	1	2	1		
Thomson, Jerusha	2	1	2		
Lyon, Obadiah	1	3	5		
Thomson, Peter	1	1	1		
Whitten, Abraham	1	1	1		
Whitten, Abraham, Jur	1	1	1		
Tinkam, Ephm	1	1	2		
Waterman, John	3	3	4		
Sturdevant, Jabez	2	3	2		
Heyford, John	1	1	1		
Hathaway, Ebenezer	1	1	2		
Tilson, Ephm, Junr	1	1	4		
Cushing, Benja	2	1	5		
Tilson, John	3	1	1		
Donham, Wm	2	1	1		
Tilson, Wm	1	1	1		
Munroe, Henry	1	1	1		
Munroe, Benja	1	2	2		
Parish, Dan	1	1	1		
Leach, Silvanus	2	1	3		
Howland, Ichabod	1	2	2		
Thomson, Jacob	2	1	3		
Thomson, Ebenezer, Jur	1	1	5		
Thomson, Nathl	1	1	3		
Thomson, Levi	1	1	3		
Thomson, Ezra	1	3	2		
Thomson, Peter, Jur	4	1	1		
Thomas, Noah	1	1	4		
Gilbart, Benja	1	3	4		
Tinkham, Nathan	2	1	2		
Holmes, Oliver	1	3	5		
Tinkham, Joseph	1	1	5		
Wood, Timothy	1	1	2		
Wood, Hannah	2	1	2		
Wood, Judah	1	2	1		
Bozworth, Waterman	1	1	3		
Lucas, Samuel	1	4	2		
Hartwell, Nathan	1	1	1		
Thomson, Noah	3	5	4		
Fuller, Ephraim	2	1	3		
Porter, Jonathan	2	1	1		
Brown, Samuel	1	3	1		
Fuller, Samuel	1	1	3		
Fuller, Eliza	1	1	1		
Fuller, Chipman	1	2	5		
Bozworth, James	2	1	1		
Thomson, Hulde	1	2	3		
Thomson, Amasa	1	1	1		



J. THOMPSON

circa 1780

South Street



TIMOTHY WOOD

circa 1740

River Street



J. TILLSON

circa 1750

Elm Street



J. BOSWORTH

circa 1750

Franklin St.



R. STANDISH

circa 1730

Palmer Mill Rd.

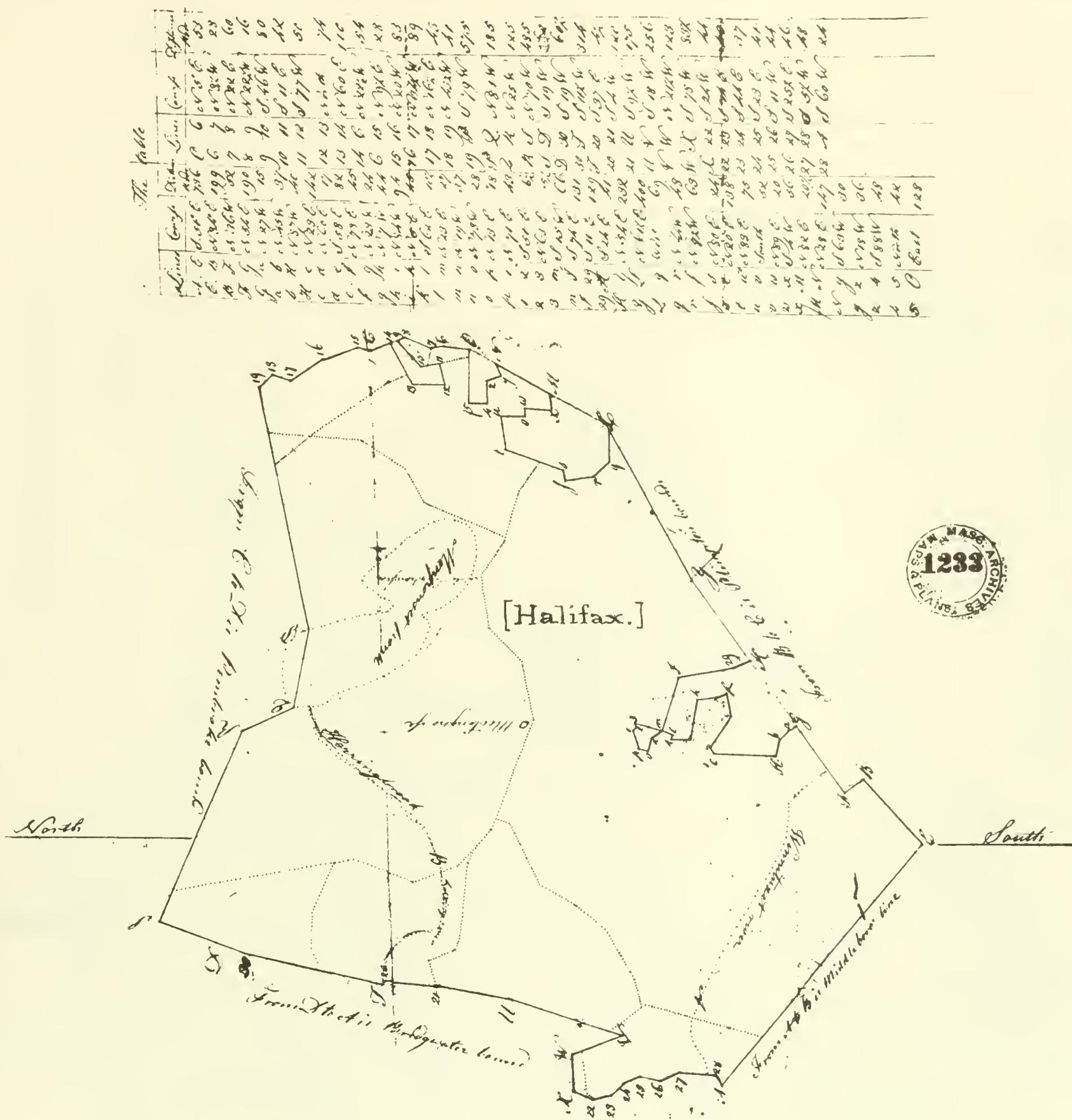
VOTING LIST — 1818

Eligible Voters for Governor, Lieutenant Governor and Councillors
as prepared by the Board of Assessors — February 27, 1818

The following is a list of voters for Governor & Lieu Governor &
 Councillors as taken by us the Subscribers the 27th Day of February D^r 1818
 for the town of Hallowell agreedly to the Constitution of this Commonwealth
 Timothy Wood ^{Signer}
 Noah Bowditch ^{Signer}
 Walpole

Seth Allen David Bosworth Joseph Bosworth Seth Bosworth James Bosworth Capt Richard Bosworth Waterman Bosworth Gaber Bosworth Newcomb Bourne James A Bourne Stephen Briell Seth Briggs Lewis Briggs Joseph Briggs Seth Bonney Pharebird Correll Melvin Crooker Samuel Churchill Thomas Drew Thomas Drew Capt George Drew Job Drew Freedon Eaton Joseph Emerson Ephraim Evanson John Fuller Samuel Fuller Samuel Fuller Jr. Ebenezer Fuller Nathan Fuller Thomas Fuller Sylvanus Fuller Nelson Holmes Oliver Holmes Elias Holmes Jr. Howland Holmes Nathaniel Holmes Solomon Holmes Sylvanus Harlow Timothy Harlow Nathaniel Holmes Jr. Robert Inglee George Jackson Obadiah Lyon Esq Capt Henry Lyon Joshua Lyon Sylvanus Leach Thompson Leach Joshua Leach	Benjamin Monroe Benjamin Monroe Jr. Daniel Monroe Nathaniel Morton Esq Nathaniel Morton Jr. Lloyd Morton Dan Morris Thomas Perkins Nathan Perkins Jonathan Pratt John Pool Caleb Pool Elijah Richmond Oliver Richmond Nathaniel Rider Nathaniel Rider Jr. Ezra Rider Andrew Richardson Cyrus Richardson Jacob Soule Simon Sturtevant Simon Sturtevant Jr. Ward Sturtevant Samuel Sturtevant Stafford Sturtevant Amasa Sturtevant Nathaniel Sturtevant John Sturtevant Dependent Sturtevant Holmes Sears Gaber Soule Gaber Soule Jr. George Soule Rubin Sylvester Nathaniel Sylvester Lemus Sturtevant Josiah Thomson Esq. Dr Ichabod Thomson Adam Thompson Adam Thompson Jr. Ward Thompson Laddock Thompson Rubin Thompson Nehemiah Thompson Capt Asa Thompson Ichabod Thompson Esq. Ichabod Thompson Jr. Thomas Thompson Ebenezer Thompson May Nathaniel Thompson Seth Thompson	Ebenezer Thomson Esq. Faber J Thomson Jacob Thompson Ezra Thomson Eliab Thompson Ichabod Daniel Thompson Isaac Thomson Jacob Thompson Nathan Thompson Joseph Tickham John Tilson Ephraim Tilson Ephraim Tilson Jr. Joseph Tilson James Tilson Franklin Waterman Capt John Waterman Mrs Waterman Gaber Waterman Eliash Waterman Jonathan Waterman Timothy Wood Timothy Wood Jr. Isaac Wood Judah Wood Judah Wood Jr. Samuel Wood Capt Ebenezer Wood John Wood Cyrus Wood James Wood Joel White Abiel White Prince Whitall Benja Fullor John Gilson Jr. Samuel Gray Chapman Porter Noah Bosworth Gilman Pratt Rev Abel Richardson Eliab Thompson Jr. Isaac Lyon William Privat Moses Sladen Martin Osbowen Weston David Weston Jonathan Glardon Nathaniel Thomas Rubin Thompson Jr. Capt Calvin Steers E. J. h. Waterman
---	--	--

MAP OF HALIFAX — 1795



The above is a plan of the town of Halifax taken from a scale of two hundred rods to an acre agreeable to a survey which has been taken since the fire, of September last, the centre of said town lies about half a mile from Plymouth & by estimation about thirty four from Boston.

A denotes the bridge over Minuteman river, B, the bridge over the herring river.

At the angle marked 22 is a bridge over a river which runs from X to A in the bound between Bridgewater & Halifax. Which river is about four rods wide.

Monyonfet pond contains by estimation about eight hundred acres, the water of which runs out at the herring brook. There is another pond in the town which contains about thirty acres.

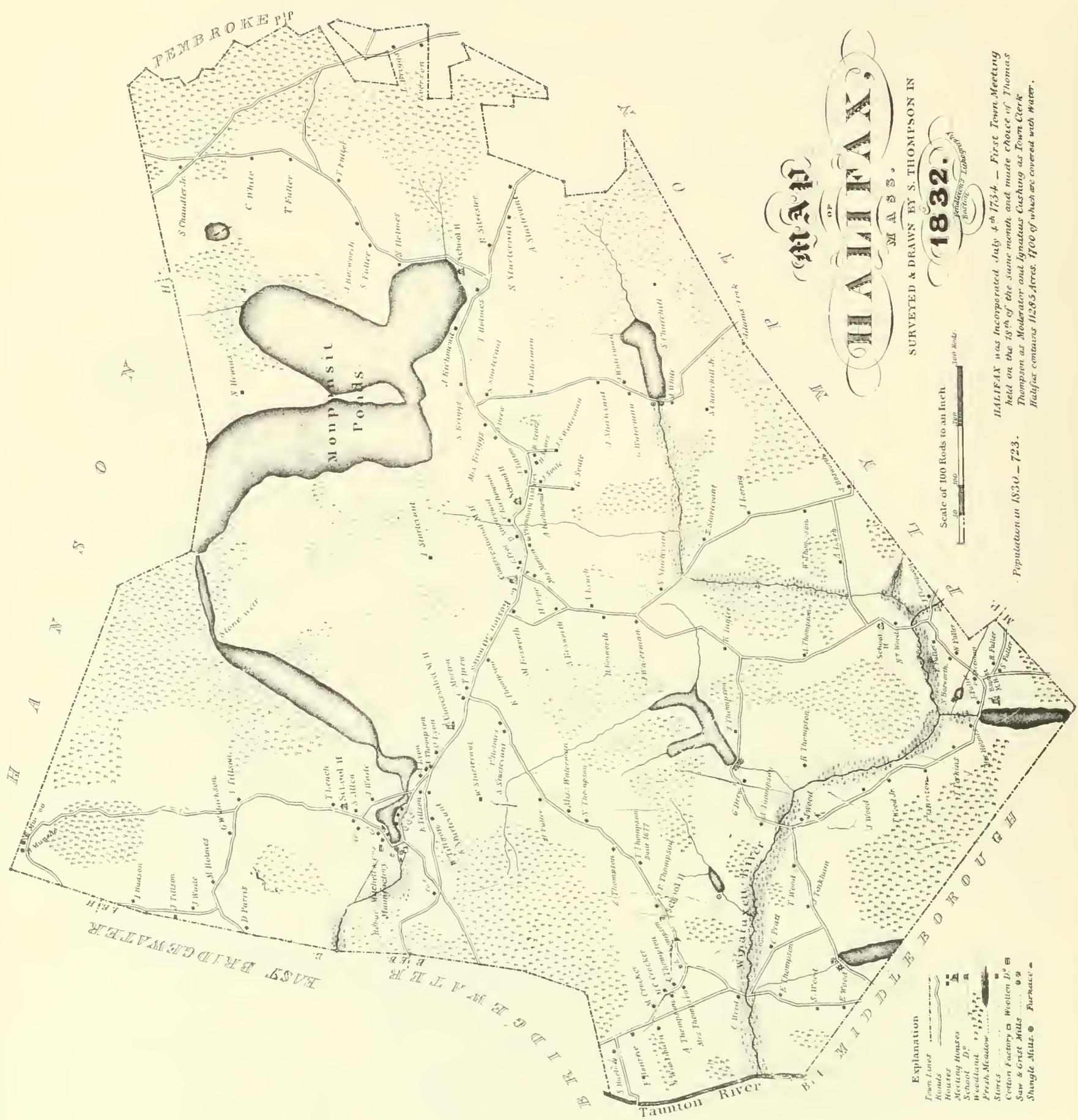
Between the bridge at B & B, Bridgewater line stands, a Grindmill & a sawmill, there are four other sawmills in town which stand upon four different streams which fall into the Winslowe river said river being after their junction about one rod wide, & falls into the Bridgewater river as in the plan. A small quantity of iron ore in Monyonfet pond is all the mine we have worth noticed —

at B. The several freight lines on the plan, except such as are otherwise noted, are to describe the several roads thro' the town.

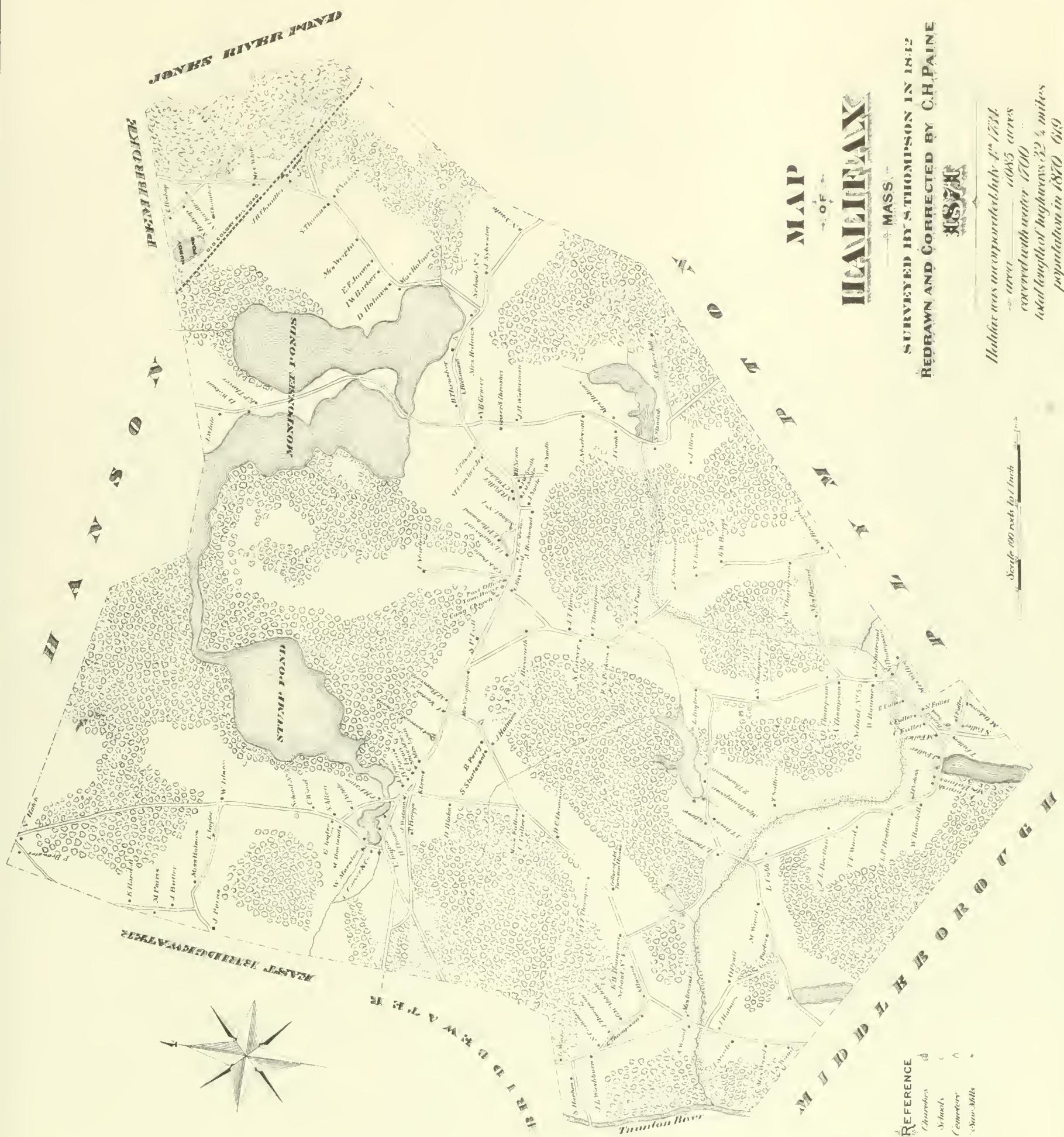
Halifax June 1st 1795

Benj: Cushing (Committee for taking a plan
Sam'l Stentor) of the Town of Halifax

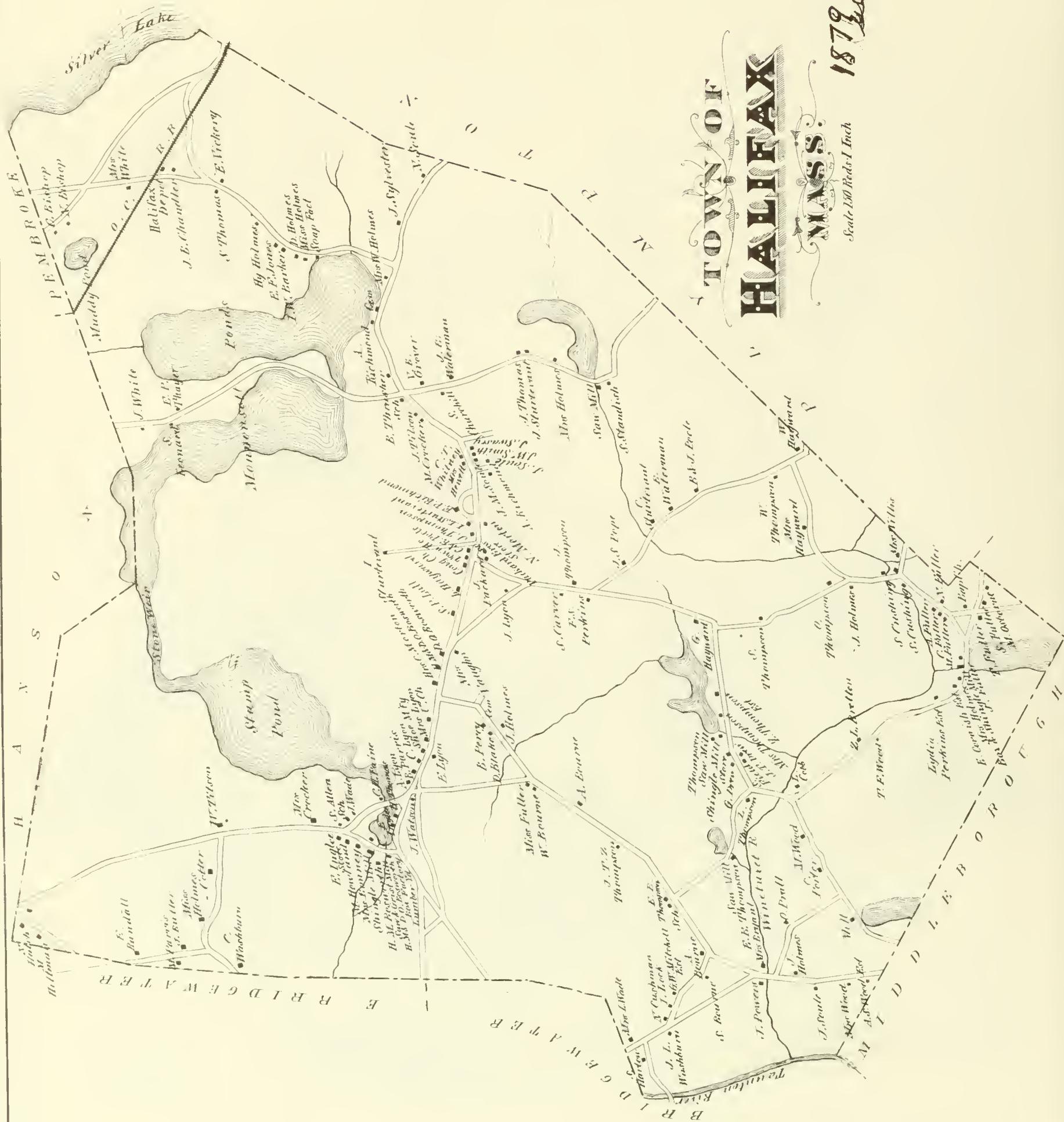
MAP OF HALIFAX — 1832



MAP OF HALIFAX — 1871



MAP OF HALIFAX — 1879



ALL ROADS LEAD TO HALIFAX



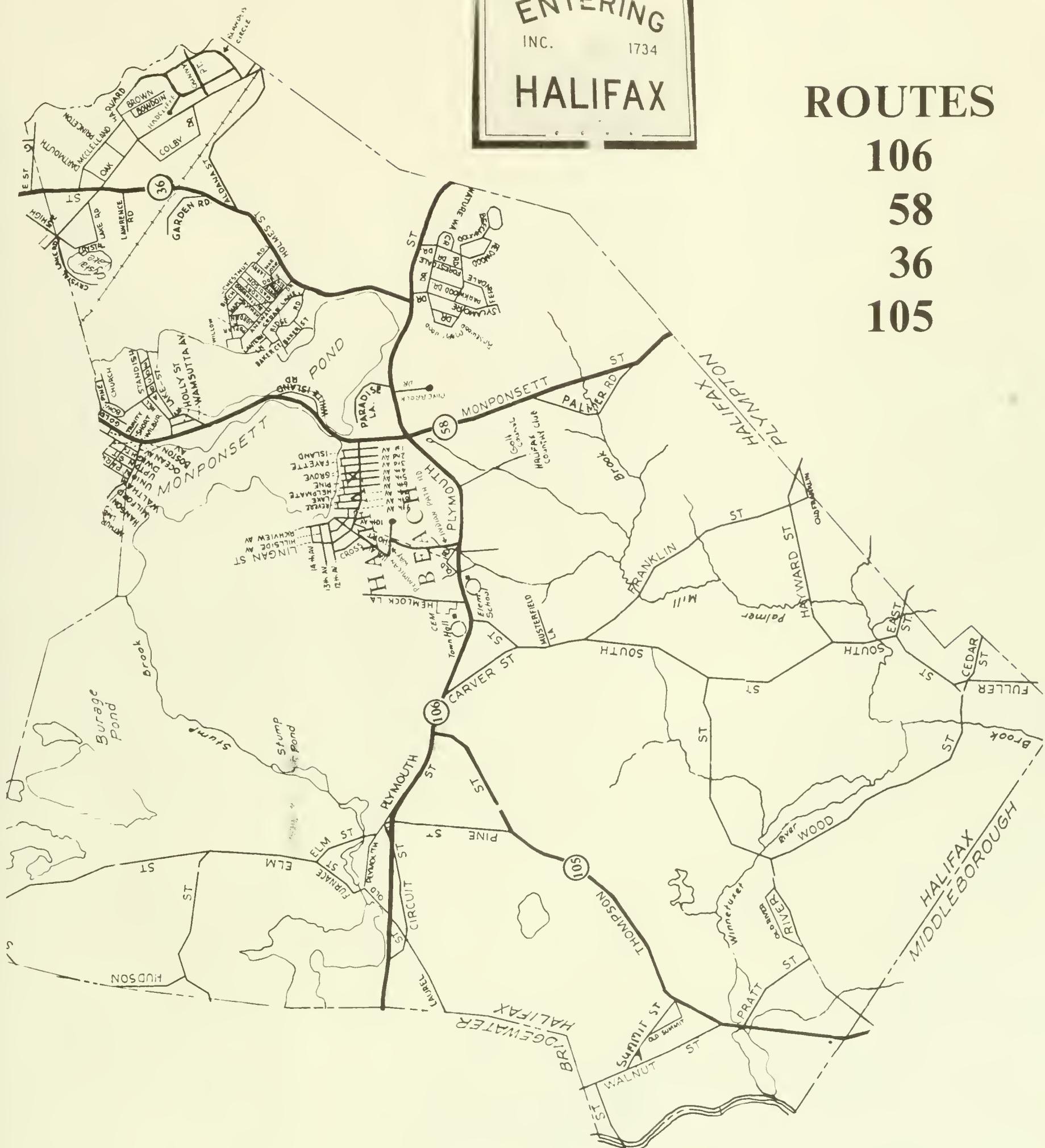
ROUTES

106

58

36

105



Route 58 looking south, crossing Route 106 today



GROVER'S CORNER — FOUR CORNERS



The "Four Corners" about 1930's
Route 58 looking south, crossing Route 106



Route 58 looking north, crossing Route 106
About mid 1970's



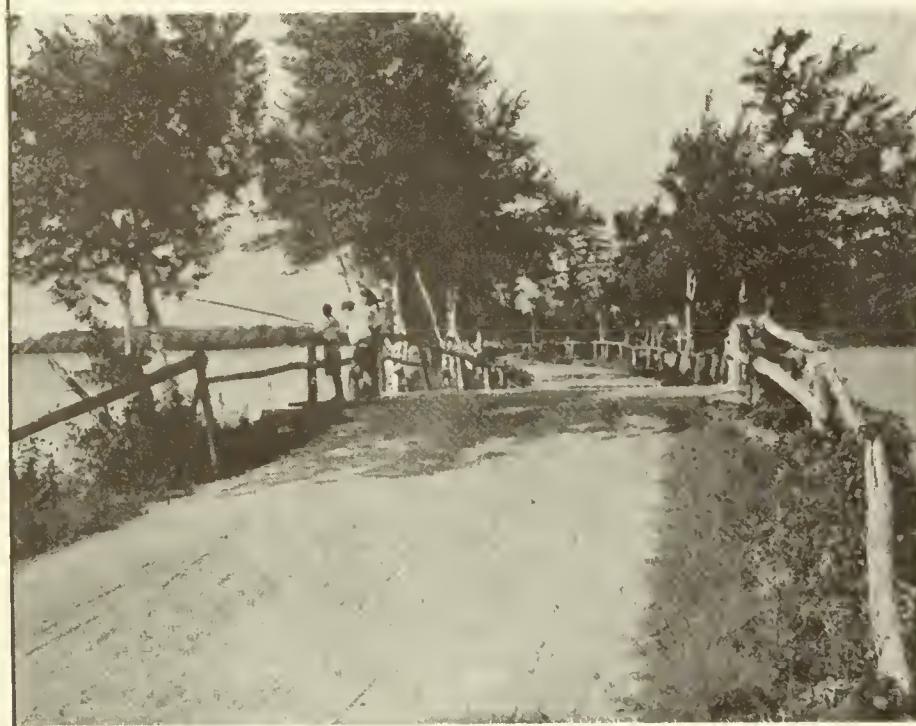
"Grover's Corner," Halifax about 1900
Looking west on Route 106, crossing Route 58



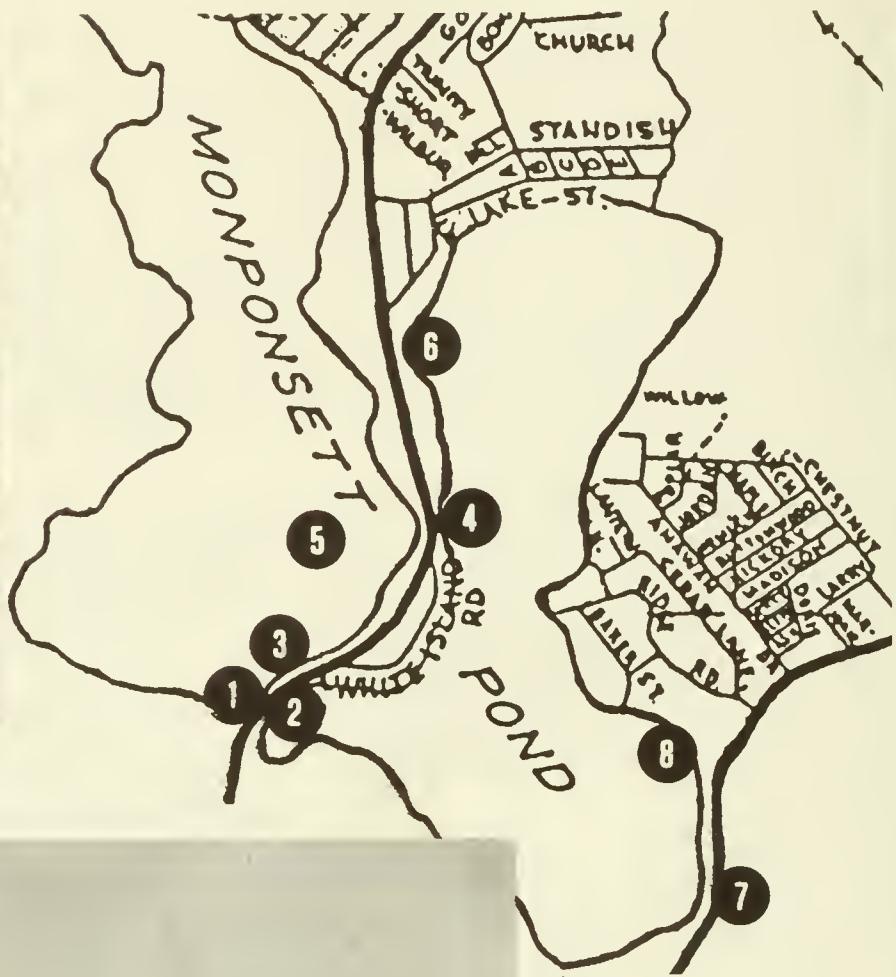
No. 2 Road between the lakes, just before White Island



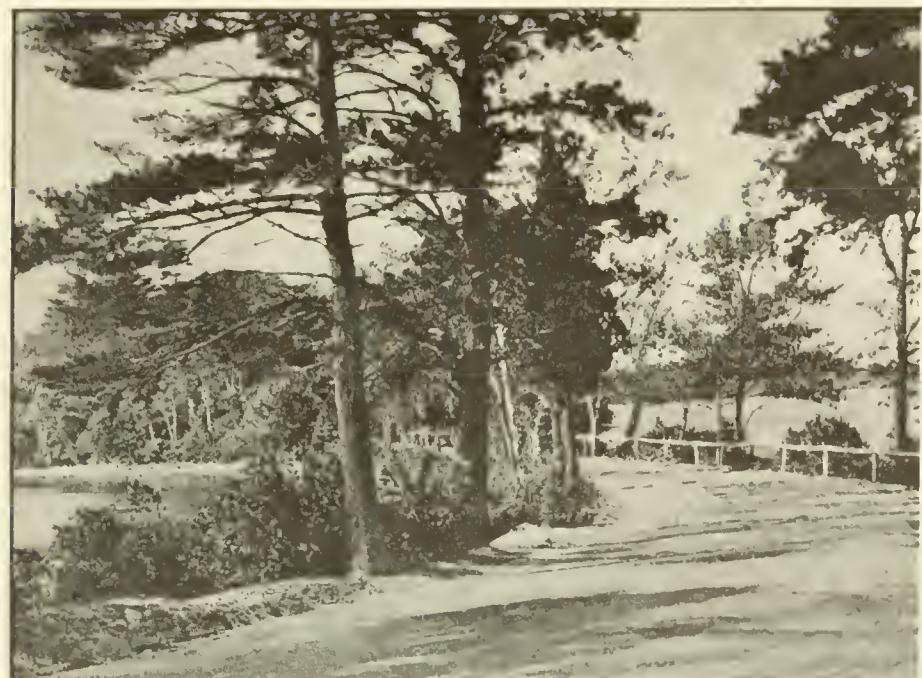
No. 3 Looking Back (The Cove, East Lake)



No. 1 Approaching bridge



ICE
BOATING
ON THE
LAKES



No. 4 Leaving White's Island



No. 5 From West Lake looking toward White's Island and East Lake beyond road.

A RIDE THROUGH THE LAKES



No. 6 Across the street from Hotel Monponsett in earlier years. Sergio's today.

No. 8 In earlier years, first old house on left after boat landing and beach.



No. 7 Holmes Street, near East Lake, on the left about one quarter of a mile down Route 36 from Route 106.



OLD ROADS AND SCENES



Looking west from Richmond Park area on Plymouth Street in the 1890's toward Old Colony greenhouses. A winter scene on Route 106.

The same area in the spring "mud season."

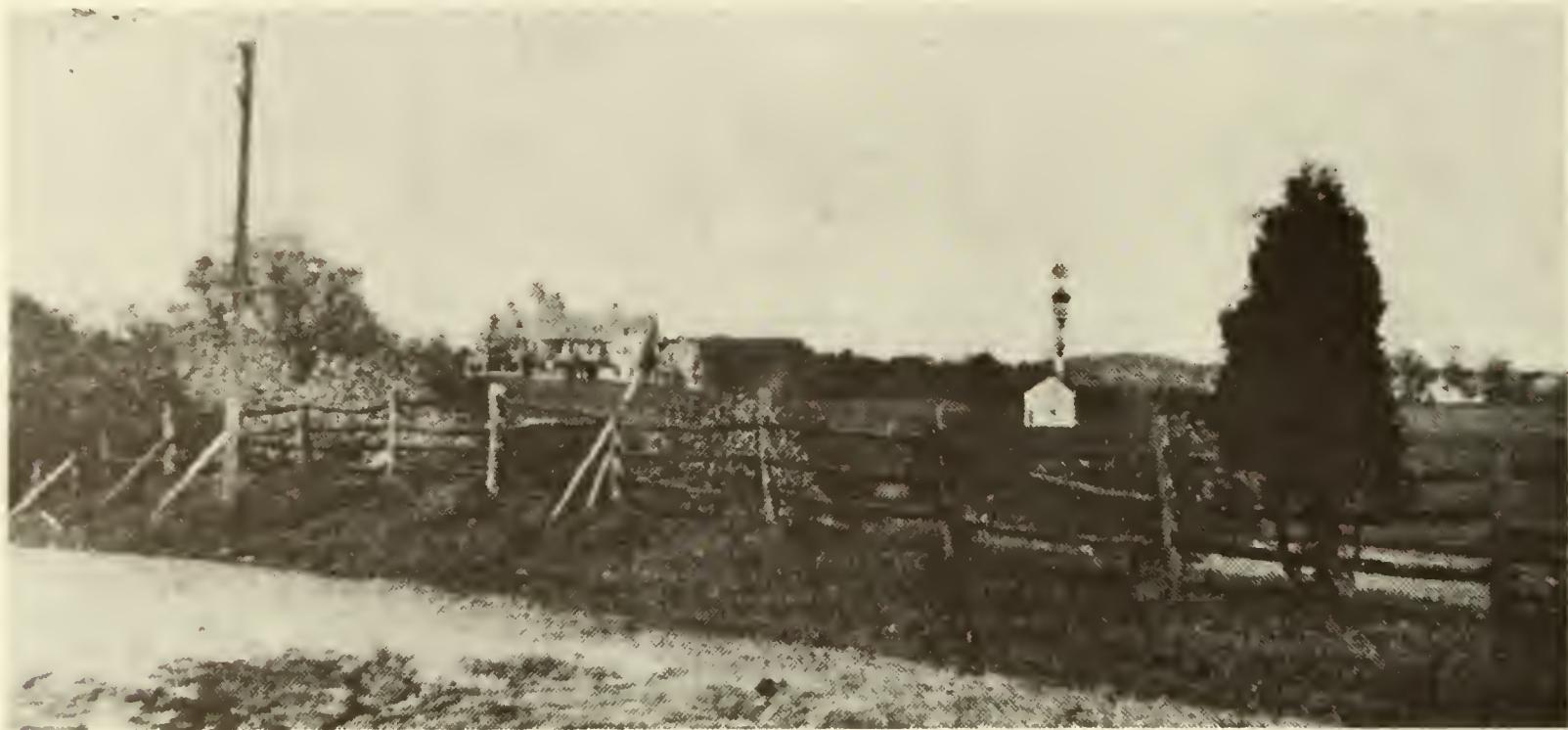




Plymouth Street looking east toward the entrance to the present day golf club which is beyond the house on the right.

Plymouth Street looking east from the Elementary School ballfield entrance.

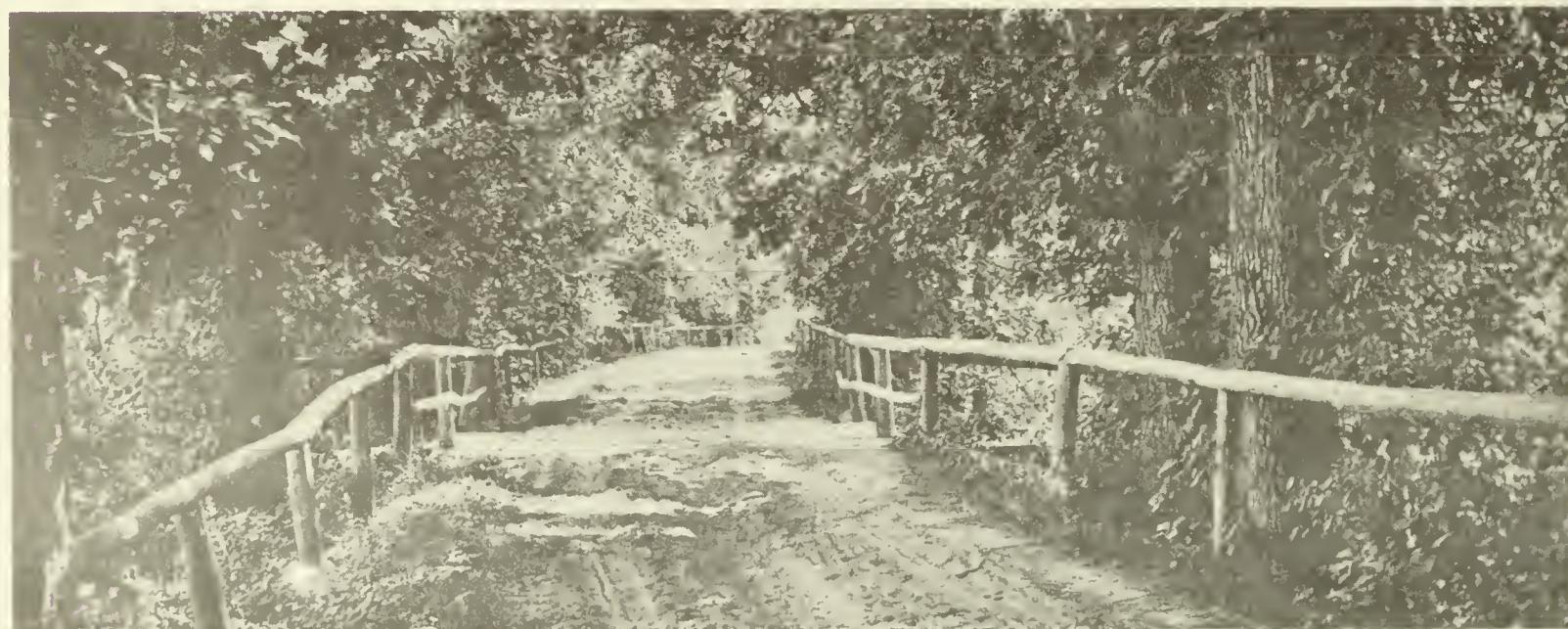




This is South Street looking east as you approach Plymouth Street at the Town Hall. It looks across the fields behind Pope's Tavern toward the Standish Manor School, the present site of the Elementary School.



River Street with railing of "three bridges" showing on left.



River Street — the Three Bridges over the Winnetuxett River, Halifax, Massachusetts



Plymouth Street looking east from the Central School

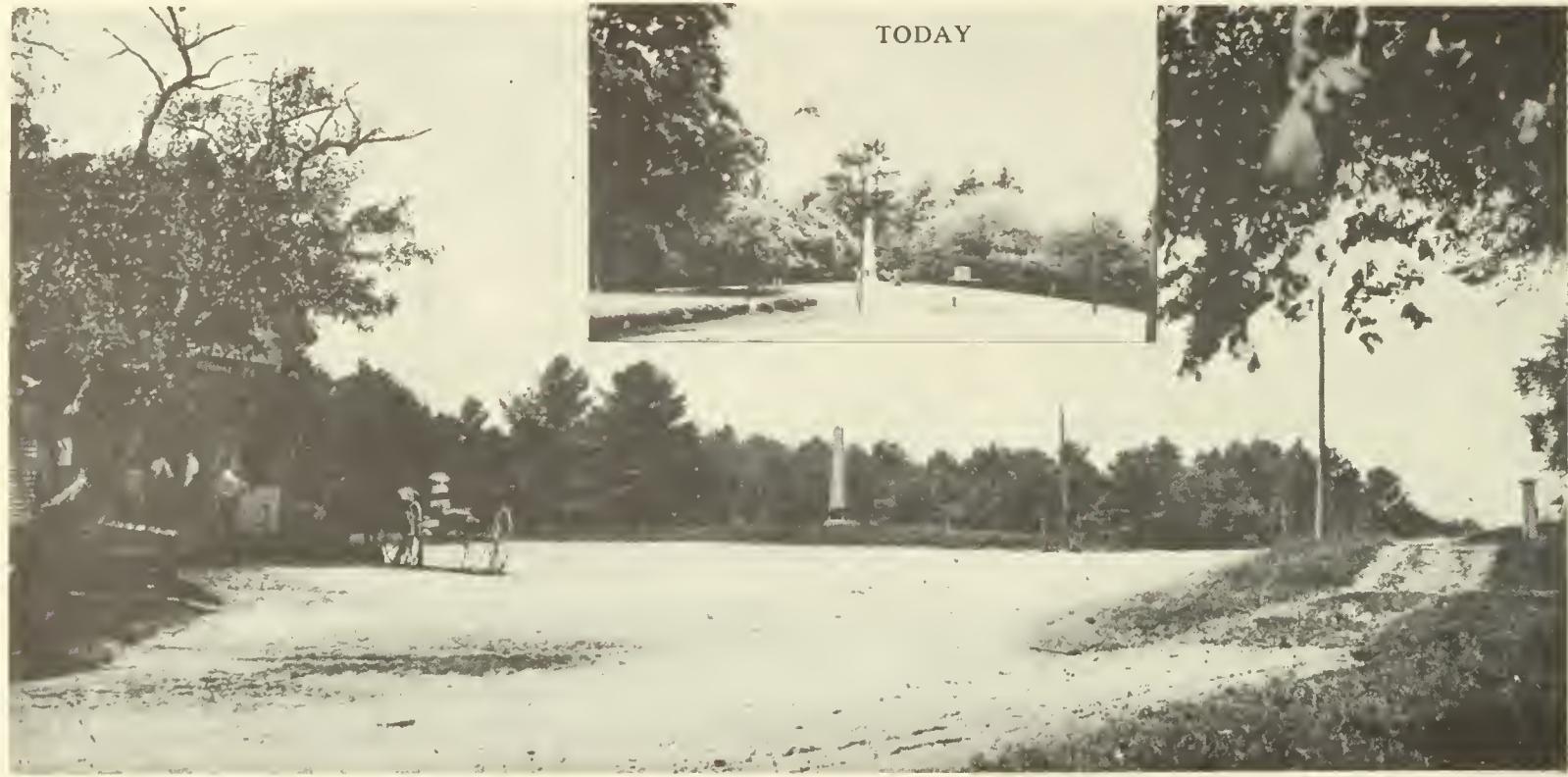
Right: Building in foreground (built by G. A. Estes) served as Post Office and Store; library second building; Pope's Tavern can be seen on top of hill. *Left:* Fire Station (now Historical Society building); Brockton Store and the Congregational Church beyond that. Telephone wires, no electricity.



Shown here is the stone crusher used during the building of Plymouth Street from a dirt road to a hard-packed gravel road and eventually tar. This was in an open field diagonally across from the present site of our Post Office. The gravel road was started in 1901 at the Plympton line on Plymouth Street and was worked on, piece by piece, to Furnace Street through 1914.



Left to right: Library, Estes Store, Central School, home — after electricity.



Looking west to the top of the hill and the Civil War and Soldier's Monuments in the early 1900's.

Below from left to right: the site of the Library/Post Office, former school building; Lysander Hayward residence with windmill; site of Fire Department, a former school building with Town jail under main building; and the Brockton Store in the early 1900's.



BEFORE THE CATHOLIC CHURCH



MONPONSETT STREET just before 1920. The tall building in the back left was Dr. Klein's Sanatorium (caring for eye diseases). The bell tower was five stories high and the building stood just behind where the Catholic Church now stands.

The house on the left was owned by the Sanford family and the building behind it was used as a business by Densiger Bros., European makers of light sockets.

The picture, lower right, shows the other side of the house and buildings (now the church parking lot) and was taken from the bell tower of the Sanatorium. The fire bell in the tower was installed in the Catholic Church when it was built.



Northern view



Bird's-eye view of West Lake, Monponsett, Mass.



Monponsett Street looking south. The building to the left is the old Boston Store and the house across the street was the Cephas White house that was removed. This is where Ocean Avenue was located when the street was straightened.

OUR LADY OF THE LAKE CHURCH



It was in 1920 that Reverend Patrick N. Walsh became the pastor of the Hanover parish and started a new era in the Catholic Church in Hanson. He decided to live at the Hotel Monponsett and to commute to Hanover.

On March 12, 1921, Father Walsh purchased a large tract of land opposite West Lake in Monponsett from Mrs. Caroline Sanford. On the site a Dr. Klein had a sanitorium caring for eye diseases.

On the present parking lot the large colonial farm house owned by Mr. Sanford was also bought by Father Walsh and the building remained for several years before being torn down.

A mission-styled church was designed by Mr. Charles Norton of Boston and built by the Harlow Brothers of Middleboro in 1922 and dedicated to Our Lady of the Lake. It was built much as it looks today. During the winter months the main church was closed off and the right chapel side was used. Mr. Charles Ferry and Mr. Robert Andrews would put up large partitions to close off the main church.

The first sexton was Mr. Jim McInty, who lived in the basement of the church.

The first baptism in the new church was that of William Joseph Duffy, son of William and Catherine Duffy of Monponsett Street.

The first altar boy was William Kelley, Jr., who had been given instructions by Father Walsh.

During the four years that Father Walsh was pastor of the Hanson parish, he organized the limited Hanson congregation of winter and summer residents to work for their own mission. In June of 1924, Father McCormack had the grounds

landscaped by George and Ernest Sturtevant of Halifax. He had church pews built to replace the original settees.

During the pastorate of Father Houston, Natalie Silvestri, a promising music student of 13, became the first resident organist. An organ which was pumped by foot pedals was donated to the Monponsett Church by Mrs. Mary Spillane. With Natalie's younger sisters, Angeline and Victoria, the first choir was established.

In 1937 Father Maguire purchased a large house across the street from the Monponsett Church from Louis and Louise Schindler Walsh to serve as a rectory.

On March 12, 1957 Father Wallace came to Our Lady of the Lake as administrator. He revitalized every phase of the religious life of the parish. The church structure and grounds were improved. In May 1958 a shrine to Our Lady was given by the family of John Dias, Jr. who at 16 met accidental death. The rail was given by the family of the late Dexter Dearing.



CHURCHES



Trunk Meeting House — 1853-1913

The Trunk Meeting House got its name from the ceiling that "rounded like the lid of an old-fashioned steamer trunk."

April 16, 1825 a petition was made to Justice of Peace Obediah Lyon to appoint someone to call a meeting to organize a church society of the Baptist faith. Nathan Perkins was appointed to call the meeting. The signers of the petition were from Middleboro, Plympton and Halifax.

The church was located in South Halifax and stood on the corner of Fuller, Wood and Cedar Streets. It was dedicated on March 2, 1853. It served the people a good many years, and prior to its being burned on July 3, 1913, it had been deserted for several years and was in bad need of repair.

The bell that was in the church was used in several locations in barns to serve as a fire bell until the phone lines were installed. The bell had disappeared for years. It was discovered in the barn of the Trop house on Wood Street in 1979. The bell now is in the possession of the Historical Society.



The Universalist Church was located near the present home at 679 Plymouth Street. It was built in 1828. The building was sold in 1893 to H. M. Bosworth who moved it to 712 Old Plymouth Street. In 1950 the building was torn down and the present garage was erected.



CONGREGATIONAL CHURCH

The Congregational Church played an important part in the incorporation of the Town of Halifax (originally spelled Hallifax). Without a church, there could be no town. Churches were the focal points of their communities where the town's business was carried on and the religious services held. They were known then as "Meeting Houses."

Although a group of people had permission to hold church services among themselves starting in 1732, it was not until 1734 that the church was built and the town incorporated. On April 9, 1732 a deed was signed by one John Bryant granting a piece of land on which the first Meeting House was erected. It was not until October 1734 that a church was "officially" formed by the Ecclesiastical Council and the Covenant signed by "22 males and 31 females" from the towns of Plympton, Middleboro and a few from Pembroke. The congregation was served for 20 years by its first pastor, The Reverend John Cotton, who left only when a throat ailment forced his retirement from the ministry.

In 1752 the Meeting House was too small to accommodate the congregation and alterations were called for. In 1821 money from the sale of pew space made it possible to give the first Meeting House its steeple and church bell.

In 1851 the Meeting House was sold to the town for \$700 and moved to the site of the present Town Hall where it served in that capacity until it was destroyed by fire in 1907.

The present church building was placed on a spot a bit west of that occupied by the original building. It was erected at a cost of \$5,200 and was dedicated on December 7, 1852 with a dedicatory sermon delivered by the Reverend Charles Porter from Plymouth. The Fellowship Hall was added in 1966 and the mortgage was finally burned during a special service held at the church on April 9, 1978.



On Sunday morning, December 18, 1921, a heavy gale of wind tore the steeple off its foundation, raised it in the air, turned it completely over and sent it crashing point downward through the roof, disappearing entirely. The Ladies Sewing Circle had raised several hundred dollars the previous summer to put the steeple in repair.



Early in 1933, a definite effort was made to put the Church building in a good state of repair for by this time there was a need of complete overhauling. The approaching Bi-Centennial of the Church and Town served as an inspiration and the response by the members, townspeople and friends was hearty. This work was completed only a few days before the Anniversary program in 1934. On December 3, 1933, the interior having been practically completed, a service of re-dedication was held.

CENTER OF TOWN

The Congregational Church in the early 1900's with carriage sheds in the back between the Town Hall and the Church. The church was built in 1852 on this site. In foreground are the town scales, known as the "Hay Scales."

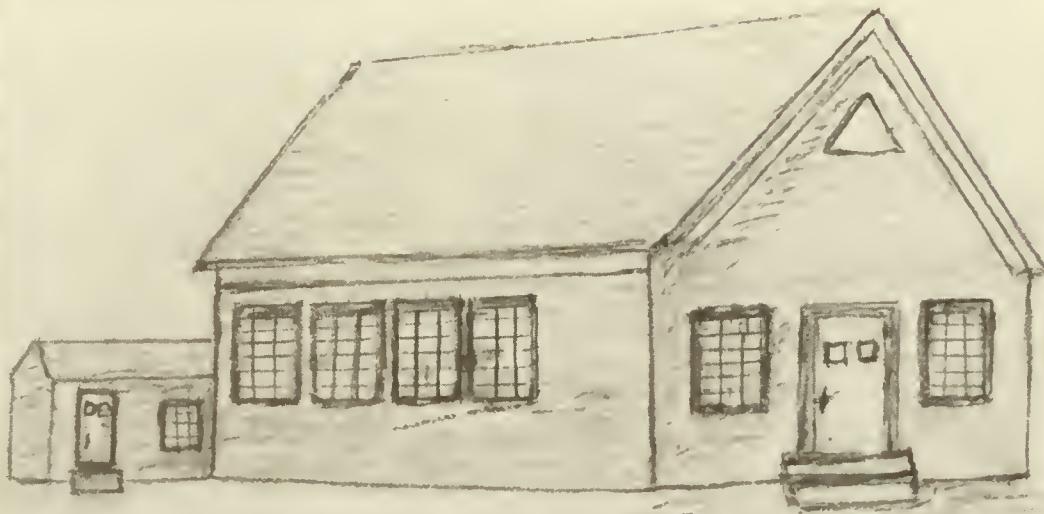


View of the Church and old Town Hall around 1906 with Civil War Monument in foreground with iron fence around it and carriage sheds behind Church.

The carriage sheds looking west from the Town Hall about 1905 with the Central School in the background. Notice the sawing demonstration going on behind the church. The portable wood saw of R. Dewhurst was given the name, "Woodmobile."



CENTER OF TOWN



The original meeting house, from 1733 to 1852, as drawn by Edmund Churchill from a verbal description given to him by his father. The building was later cut in half and enlarged. The meeting house served as a church and "Meetin Hall." A steeple was added in 1821.

In 1851 the Town purchased the "Meetin House," removed the steeple, and moved the building to the present site of the Town Hall. In addition to its "official" uses, the Hall was used as a school and a library through the years until it was destroyed by fire on March 20, 1907. The present Congregational Church was built in 1852.



Town Hall about 1905. The small attachment at the left rear was used as an Armory. A portion of the carriage sheds built for the horses in 1807 can be seen in the back. The sheds were taken down in 1924. The white square in right foreground is the Town scales which were used for weighing wagon loads in sales transactions.



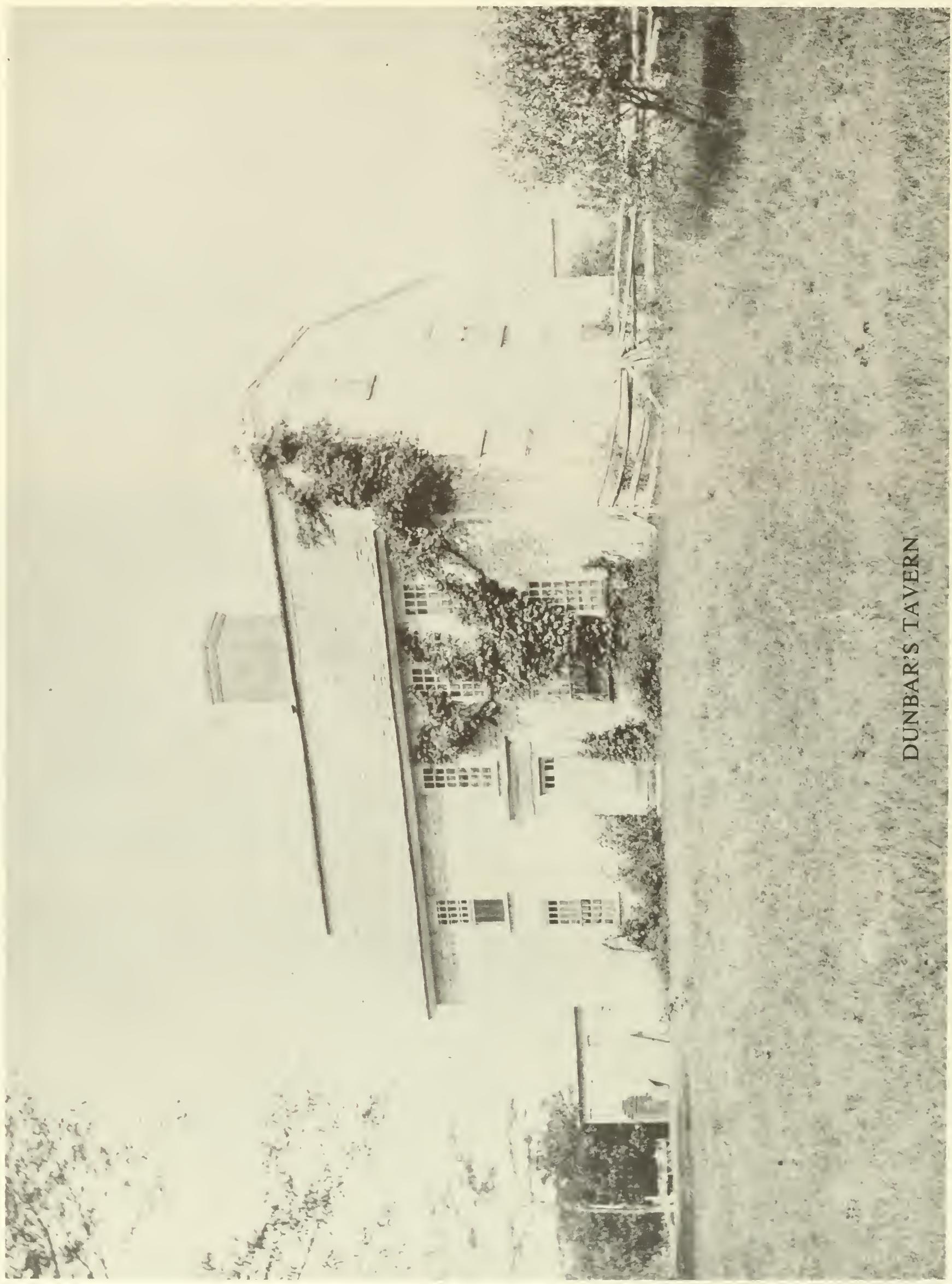
Picture of new Town Hall used in dedication booklet. The Dedicatory Exercises of the new Halifax Town Hall were held on Friday, December 20, 1907 from 2 to 5 p.m. This was exactly nine months to the day after the old Town Hall was destroyed by fire on March 20, 1907. The Building Committee was: Henry M. Bosworth*, Chairman; George Estes, Secretary; Frank Lyon, Frank Chaffin, Edward H. Vaughn, Jabez P. Thompson*, and Fred Simpson*. (* Selectmen)

Town Hall showing the "tower" added in 1942 for the observation of airplanes from the highest point in town. It was built by E. W. Harlow & Sons for \$486.81, with additional costs for wiring, heat pipe, rope, etc., for a total of \$590.77. The Town belonged to the First Interceptor Command, Aircraft Warning Service and received their Certificate of Authority for Observation Post 91A of the Boston region on May 15, 1942. The outside ladder was added in 1943 by D. M. Briggs. This observation tower was manned around the clock during World War II.



Newly landscaped Town Hall,
early in the 1920's.

DUNBARS TAVERN



DUNBAR'S TAVERN

The following description of Dunbar's Tavern was found in the files of the former Town Historian, Guy S. Baker. The information was originally found in an essay written by James Browning Thomas when he was a student of Kingston High School in 1895.

This famous old house was torn down around 1900 in order to make a more spacious lawn for the estate of J. Levering Jones, a Philadelphia lawyer. The road now goes directly over where the old house stood on Plymouth Street (Route 106).

It was built in a time when strength and sterling quality, not beauty and convenience, were sought after by mechanics who knew their business. Studded and braced in a way that would bewilder the carpenter of today, it has stood the test of wind and weather for nearly 200 years. The house stood on sort of a shelf on the east side of a hill. In the rear of the house is another hill where it is said the Sons of Liberty and other military organizations of the time met for drill and rifle practice. There was a large swamp on the east side and the marksmen always fired in that direction. A number of years ago, while local lumber men were getting shingle stuff out of this swamp, a number of lead bullets were found embedded in the trees.

Now to come directly to the house. It was next to the oldest house in town and probably built about 1700. Just before the Revolution it seems to have been owned by a man by the name of Daniel Dunbar, a staunch royalist. One of the first things a visitor was shown on entering the house was a paper signed by Dunbar, as follows: "I, the subscriber do promise and solemnly engage to all the people assembled at Halifax, County of Plymouth on the 17th day of September 1774 that I will never take hold, execute or exercise any commission, office or employment whatsoever under or by any authority, pretended or attempted to be given by the late act of parliament entitled — an act for the better regulation of the government of the Province of Massachusetts Bay in New England.

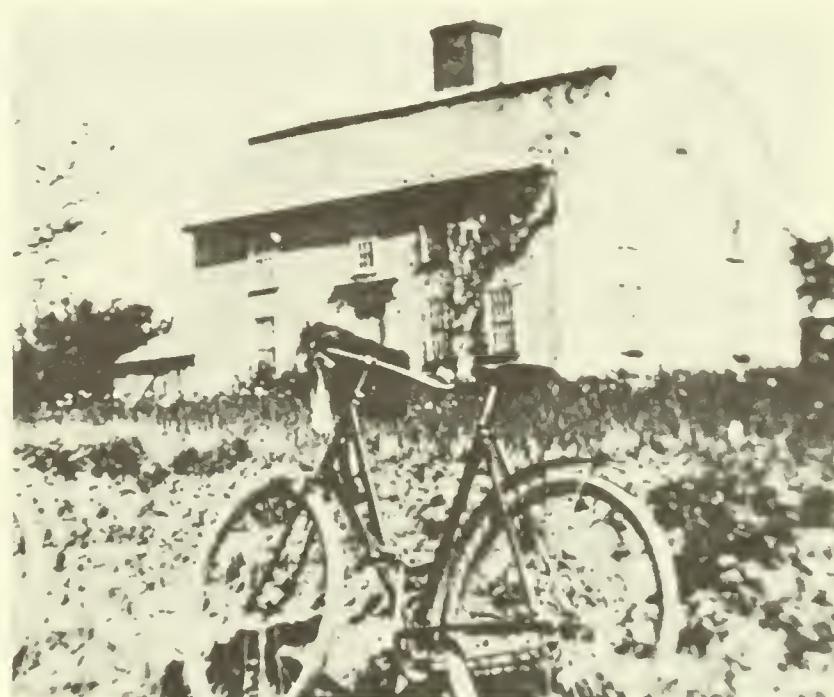
(and below) At the request of about 300 il sign my name

Daniel Dunbar"

Things must have been hot for him for soon after, he left town and his property was confiscated by the government.

There used to be a store joined to the west end of the house but when the last tenants moved in, there was nothing left in it but some gunpowder and a lot of brass buttons. When the store was torn off, the end farthest from the house which had been used as a counting room was saved and used as a corn house. The door into the house was made of two thicknesses of boards, one layer running lengthwise, the other across.

Before entering the house, the observant visitor was pretty sure to notice the shingles which were about as thick as wrapping paper. They were hand shaved. Entering the house on the north side, you entered the kitchen which was a low ceilinged room considerably longer than it was wide, having on one side a large fireplace and a brick oven, which had been supplemented later by a modern cooking range.



GENERAL STORE — CENTER OF TOWN



H. D. Packard store and Post Office with Packard residence
in the background (formerly Pope's Tavern).



General Store, Halifax center, opposite Town Hall, 1903. Frank D. Lyon & Co. store located to the left of Pope's Tavern.



Town Square and George A. Estes store located here until the end of December 1908 when the business was moved down the hill by the library. There are two accounts as to what happened to the old store building: it was moved back and used as a cow barn on the farm here, or it was moved across the road by the cemetery and later burned.

POPE'S TAVERN



Pope's Tavern is located across from the Town Hall. It was built prior to 1830 by Stafford Sturtevant for his son-in-law, Captain Henry Pope. On October 13, 1830 a convention was held "in the Tavern" at which time John Quincy Adams was nominated to the 23rd Congress.



The house was also the setting for a book, *Children of Parks Tavern*, written by Mrs. Frances Humphrey. The library has a copy of the book. Daniel Webster frequented the Tavern on his trips through the town. In 1981 the Town purchased the Tavern and it is being restored.

The Police Station, located next to the old Tavern, is in the vicinity of the barns which can be seen in the top photograph.



CEMETERIES

The Sturtevant Cemetery located on Route 106 was deeded June 1728 to the Proprietors of what was then Plympton, to be used as a burial ground. The following were named in the deed as having paid 6 pounds and 10 shillings:

James Bearce, David Bosworth, Peter Tomson, Robert Waterman, James Bryant, Jacob Chipman, William Sturtevant, John Cortis, James Sturtevant, John Briggs, Shuball Bearce, Ignatious Loring, Sam Sturtevant, Jr., Moses Sturtevant, Moses Cushman, David Bosworth, Jr., Jonathan Bosworth, Nehemiah Bosworth, John Tomson, Josiah Waterman, Ignatius Cushing and Benjamin Cortis.



Perkins Family Burial Ground

Wood Street, Halifax

The following are names that were clear enough to be copied. This was done in the 1960's before the spot became overgrown with trees. When Cumberland Farms purchased the land and received permission from the Board of Appeals, a stipulation was made that the burial ground be fenced in.

Jason Perkins 1877
Annie, wife of Jason 1876
J. Holmes Perkins 1841
Edward, son of Jason and Annie
Dec. 27, 1864
Mercy Perkins 1874
Mary, wife of Jason 1838
Mercy, wife of Thomas Perkins
March 10, 1841
Charles H. Fuller April 9, 1870



Central Cemetery, located behind the Town Hall. The first recorded burial was in 1846. The cemetery has been extended through the years.



Tomson Cemetery on Thompson Street, Route 105. This land was deeded to the Town of Halifax as a burial ground by Thomas Tomson in 1742.



This was the building on Thompson Street where Ebenezer Wood made gravestones that were used in the area from about 1815 to 1860. He prepared his own gravestone which is in the Thompson Street graveyard, where much of his craftsmanship can be seen. This building was located across the street from 42 Thompson Street.



**Drew Family
Burial Ground**
Thompson Street
Halifax, Massachusetts

Col. Thomas Drew July 22, 1845
Polly Shaw, wife of Maj. Thomas Drew
Jan. 22, 1853
Major Thomas Drew Nov. 30, 1860
Luc. Waterman, wife of Col. Thomas
Drew Oct. 11, 1807



CHARLES P. LYON, Halifax
Minute Men of '61
First Lieut. Co. A. 3rd Mass. Reg.



NATHANIEL MORTON, Bryantville
Minute Men of '61
Lt. Co.A, 3rd Mass. Vols. 9 mos.



BENJAMIN HARDING, Bridgewater
Minute Men of '61
Co. A, 3rd Massachusetts Regiment

**THE AMERICAN UNION
FOREVER!**

**PATRIOTS!
RALLY TO THE STANDARD!**

THE HALIFAX LIGHT INFANTRY

Have offered their services to the Government for nine months, and it is highly necessary that its ranks should be at once recruited to the maximum standard.

This organization is the oldest in the State, and was chartered by

JOHN HANCOCK

in 1792. It served in the War of 1812, and was among the first to respond to the call of the President, April 10th, 1861.

Volunteers from Halifax, Hanson, Hanover, Duxbury, Pembroke and other adjoining Towns are invited to enlist without delay. Each Town from whence recruits are received will be credited for every man, and they will be mustered in as part of the quota of the Town in which they reside. The vacancy caused by the promotion of Lieut. C. P. LYON to the Captaincy will not be filled until the Roll is complete.

RECRUITING OFFICE AT THE TOWN HOUSE, HALIFAX.

C. P. LYON, N. MORTON, Recruiting Officers.

HALIFAX, August 26, 1862.

Local Civil War Recruiting Poster

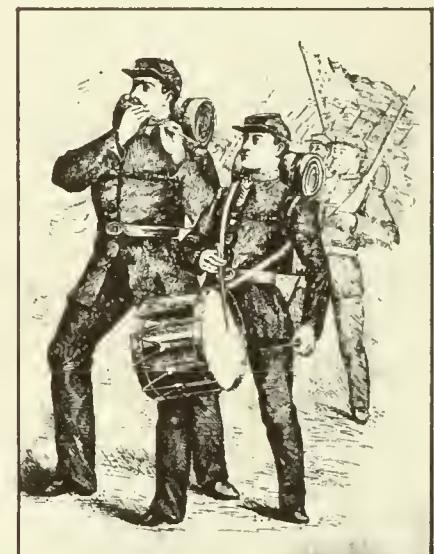
Civil War Monument, Halifax, Mass.



SYLVANUS BOURNE, Halifax
Minute Men of '61
Company A, Third Mass. Regiment



ARTHUR HARRIS, E. Bridgewater
Minute Men of '61
Sergt. Co. A 3rd Mass. Reg.
1st Mass. Heavy Artillery



One of the first military companies to receive a Charter from Governor Hancock was Company A, known as the Halifax Light Infantry, organized in 1792. It was active in service from the war of 1812-14 until it was ordered disbanded by Governor Rice on July 6, 1876. At that time there were six companies in Massachusetts and, to reduce the expenses for the state's volunteer militia, all were ordered disbanded except for two.

During the War of 1812, Company A was commanded by Captain Asa Thompson. From all reports, the Captain from Halifax was a giant of a man standing 6' 7" with hat in hand. The figure was revised upward to 8' when the Captain wore his hat and when Company A marched through South Boston, both children and adults are said to have gathered to get a look at his towering form. Though Captain Thompson's unusual height made him a focal point of attention wherever his Troop appeared, large black bearskin caps worn by his men assured them their own brief notoriety.

When President Lincoln issued his first Proclamation for Troops, Company A (as minute men) reported for duty. Commanded by Captain Joseph Harlow, Company A was assigned to the Third Regiment Massachusetts Volunteers, and was made up of men from Halifax and a few nearby towns. Captain Joseph Harlow, "zealous and patriotic officer, rode all night through the towns in which the members of the company resided, summoning them to meet on Boston Common the next day, by order of Governor John A. Andrew. This midnight ride has been fittingly compared to that of Paul Revere." (Gammons page 67)

Listed below are names and bits of information for men from Halifax as recorded by the Reverend John G. Gammons, on pages 98-114 of his book, *The Third Massachusetts Regiment*, published in 1906. Indicated ages are those at the time of enlistment.

"Charles P. Lyon, First Lieutenant; Halifax 36. A great admirer of and worker for the interests of Company A; has held nearly every office in the company from corporal to captain. He rendered such timely assistance to Captain Harlow in notifying the members of the company to report on Boston Common, that, notwithstanding the order was received at night, the following morning saw Halifax 'Minute Men' on the early train armed and equipped, according to the call of the 'War Governor' and President Lincoln, with every man present. For years after the war he served as captain of the company. His town honored him and itself in sending him to the Legislature, where his voice and his vote was always on the right side. By trade a bootmaker, his work stood first-class. Born and always residing in Halifax, he has always enjoyed the confidence and good-will of his fellow citizens; and now in the sunshine of a grand and fully rounded out life, he awaits orders to

the higher and better life, honored and loved by all his associates, including every member of Company A."

"Nathaniel Morton, Second Lieutenant; Halifax 21. The gentleman, the scholar, the officer, the soldier, 'the modest man,' who proudly wears the 'Minute Men's Medal' presented to him by the commonwealth for meritorious service. He participated in the burning of Gosport Navy Yard and assisted Captain Lyon in recruiting the company in 1862. Has held all the higher offices in the town of Halifax and Pembroke for the last twenty-seven years; prominent in probate business; honored and respected by his townsmen. He resides in Bryantville, Mass., where, with his accomplished wife, he cordially welcomes all his friends."

Although no photographs of enlisted men have yet been forthcoming, there would have been no Halifax Light Infantry without them.

"Drew, George 3rd, Halifax; 21. Re-enlisted. Killed in battle. A good brave soldier."

"Fuller, Frederick E., Halifax; 18. Died in Newbern, N.C. Dec. 1, 1862. This being the first death in Company A and Fred being so young, it made a lasting impression on the company. We buried him under a tree near our camp."

"Haven, Perley, Halifax; 25. Farmer. Resides at Thomastown. Post office, Middleboro, Mass."

"Hayward, Luther W., Halifax; 23. Died at Halifax July 6, 1863. Buried at Hanson, Mass. Unmarried."

"Hayward, Lysander W., Halifax; 18. A brave soldier, a trusted citizen. Farmer and coal dealer. Has a family. Post office, Halifax, Mass."

"Holmes, Martin L., Halifax; 18. Boot and shoemaker. An honored citizen, industrious and frugal. Has a wife. Post office, Rockland, Mass."

"Marston, William T., Halifax; 27. Discharged for disability, May 27, 1863. A good, faithful soldier. Reported living in Bridgewater, Mass."

"Packard, Horace F., Halifax; 20. A soldier 'who needeth not be ashamed.' Resides in Brockton, Mass."

"Porter, Oliver C., Halifax; 35. A good all-round soldier. Died Feb. 18, 1873. Buried in Halifax, Mass."

"Richmond, Joseph S. W., Halifax; 18. Died—."

"Soule, Charles W., Halifax; 18. Died in hospital, Newbern, Dec. 2, 1862. Buried near our camp. Body sent home and buried in family cemetery."

"Thompson, Morton, Halifax; 18. Teacher. Died in Halifax, Mass. Left a family."

"Whitney, Charles T., Halifax; 27. Discharged for disability, March 4, 1863. Boot and shoemaker. A respected citizen. Has a family. Post office Halifax, Mass."

"Wood, Cyrus, Halifax; 40. Died and was buried in Halifax. One son living."

WORLD WAR I

A Welcome Home
 TO THE
Soldiers, Sailors, and Nurse
 of Halifax, Massachusetts,
 Who Took Part in the
1914 --- World War --- 1918

Town Hall, Halifax, Wednesday Evening, Nov. 19,
1919

GEORGE WHITE — Entered English service Mar., 1915. Was in German Prison a long time. Last report was alive.

SERGEANT ALBERT B. WOOD — Enlisted Sept. 18, 1917. Stationed at Fort Banks. Appointed First Sergeant Oct. 1, 1918. Final transfer to 33rd Regiment Artillery, C.A.C. Discharged Dec. 23, 1918.

PERLEY S. WARREN — Enlisted in Navy Sept. 26, 1917. Assigned to Commonwealth Pier, So. Boston. Final transfer to U.S.S.P. No. 2840, Aug. 4, 1919. Present duty.

ELVIN L. WOOD — Entered service Oct. 5, 1917. Trained at Camp Devens in Co. G, 302nd Infantry. Transfer to Camp Gordon. Discharged Jan. 31, 1918.

EDWIN H. HAYWARD — Entered service Oct. 5, 1917. Trained at Camp Devens with 302nd Supply Co. Served in France from July 3, 1918 to Feb. 26, 1919. Discharged Apr. 18, 1919.

ALLEN LEACH — Enlisted in Navy Oct. 9, 1917. Assigned to R.S., Norfolk, Va. Final transfer to U.S.S. Koningin Der Nederlander. Served in war zone from Apr. 20, 1918 to Nov. 11, 1918. Awarded Victory Badge. Discharged Oct. 14, 1919.

SERGEANT GUY S. BAKER — Enlisted Nov. 1, 1917. Assigned to Medical Dept. at Fort Slocum, N.Y. Final transfer to Battery C, 4th Regiment, F.A.R.D. Appointed Inst. Sergeant Nov. 10, 1918. Discharged Jan. 3, 1919.

LEON GARVIN — Enlisted 1917.

CESARE GENTILE — Enlisted Apr. 27, 1918. Trained at Framingham in 47th Co., 151st Depot Brigade. Discharged July 18, 1918.

HONOR ROLL

NETTA MAY STEEVES — Enlisted as Nurse Apr. 24, 1918. Assigned to U.S.A. General Hospital No. 9, Lakewood, N.J. Served in France from June 24, 1918 to Apr. 26, 1919. Citations from Commander-in-chief A.E.F., July, 1918 and Sept., 1918.

CORPORAL GEORGE DI MESTICO — Entered service Apr. 25, 1918. Trained at Camp Devens in Depot Brigade. Transferred to 42nd Infantry. Discharged Jan. 22, 1919.

ARTHUR R. WATERMAN — Entered service June 27, 1918. Assigned to Depot Brigade at Camp Dix, N.J. Transferred to 312th Engineers. Served in France from Aug. 7, 1918 to Dec. 12, 1918. Discharged Jan. 24, 1919.

FRANK E. HARLOW — Enlisted in Navy June 27, 1918. Assigned to Training Camp at Hingham. Released from active duty Mar. 19, 1919.

CORPORAL FRANK A. PURPURA — Entered service June, 1918. Assigned to Camp Devens, Co. E, 301st Supply Train. Served in France from Aug. 1, 1918 to May 24, 1919. Discharged June 11, 1919.

GEORGE W. ESTES — Entered service July 21, 1918. Assigned to 151st Depot Brigade at Camp Devens. Transferred to Trade Test Section. Discharged Dec. 3, 1918.

SYLVANUS F. BOURNE — Enlisted Oct. 15, 1918. Assigned to Army Training Corps, Wentworth Institute. Discharged Dec. 6, 1918.

CLYDE O. BOSWORTH — Enlisted Oct. 15, 1918. Assigned to Army Training Corps, Wentworth Institute. Transferred to Fort Banks. Discharged Dec. 23, 1918.

ALBERT A. THOMAS — Enlisted in Naval Reserves Oct. 24, 1918. Assigned to Dunwoody Training Station, Minneapolis, Minn. Released from active duty Feb. 23, 1919.

EDWARD H. PETERSON — Enlisted in Navy Mar. 5, 1918. Assigned to Receiving Ship at Hingham. Final transfer to U.S.S. Bali. Released from active duty Feb. 7, 1919.

EARL S. WOOD — Enlisted in Merchant Marine Service, May 23, 1918. Assigned to Training Ship Meade, East Boston. Transfer to Training Ship President, Norfolk, Va. In active service since Oct. 13, 1918.



WORLD WAR II

Honor Roll Dedication

Halifax Town Hall, July 4, 1943 at 7 p.m.



PIANO SELECTION	Myrtie B. Armstrong
OH, BEAUTIFUL THE SPACIOUS SKIES (350)	Audience
INVOCATION	Father Maguire
SOLO	Marjorie McCleave
THE DECLARATION OF INDEPENDENCE	Edward A. Lincoln
ADDRESS	Capt. Charles W. Lawrence
SOLO	Marjorie McCleave
DEDICATION OF HONOR ROLL and SERVICE FLAG	Rev. W. A. Leonard
THE STAR SPANGLED BANNER (357)	Audience
BENEDICTION	



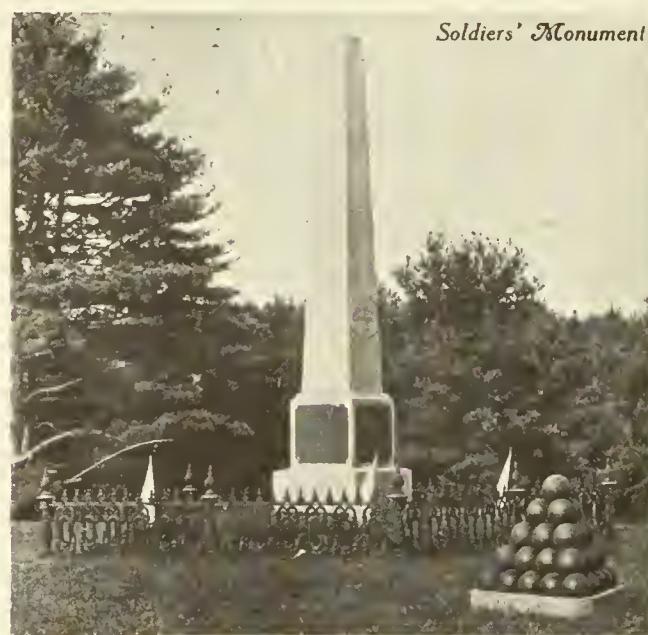
Through the efforts of the Grange (one of whose members donated the stone) and the American Legion, the monument honoring World War II veterans was dedicated in 1945. Those taking part are from left to right: Martha Eaton, Marion Stoddard, Lala Foley, Josephine Ladd, Hilda Watson, Harry Brown, David Briggs, William Ladd, E. Laurence Grover, Roland Minott, William Foley and Charles Eaton.



MEMORIAL DAY 1946 — Some of the men and women who served during World War II. Front, left to right, Arthur Thomas, Cesare Gentile, Jr., Albert Kiernan, Warren Kiernan, Kenneth Holmes, Josephine Wladkowski, Edward Wladkowski, Frank Purpura. Back, George Thomas, Warren MacLaughlin, Percy Brown, Carl Burgess, William Moffatt, Daniel Bosworth, Leo Hinckley, and Myron Wood, Jr.

MONUMENTS AND MARKERS

The Civil War Monument dedicated on July 4, 1867, was the first one erected in the State of Massachusetts. At an early hour, long lines of vehicles with happy occupants in gala attire converged at the Town Hall and Common. Roster Co. A, Third Massachusetts Regiment, Minute Men of '61, Halifax Light Infantry with Captain Lyon, Lieutenants M. V. Bonney and L. M. Thompson, and 50 men in regular uniform marched to the front of the gathering with inspiring music for the commencement of the day's activities. At 10:00 a.m. a line of march was taken up by the Chief Marshal, the men of the Halifax Light Infantry, guests of the day, municipal officers, Orator of the Day, Honorable Russell, Past Members of the Infantry, Veterans of the War of 1812 in carriages, Soldiers of the Rebellion, children of the schools, citizens of Halifax, and citizens of other towns. They marched to Morton's artificial grove nearly a mile from the hall where a speaker's stand and seats had been prepared. The speaker of the day was Judge Thomas Russell, followed by a band. The procession formed again and marched back to the monument to the music of a dirge with reversed arms and afterwards fired a volley over the mound, and then a fervent prayer was offered. The day's festivities continued with a dinner for 700 to 800 under a spacious tent with toasts, etc. The assemblage dissolved about 3:00 p.m. with the approach of a threatening storm. The monument was erected through the efforts of Mrs. Aroline Soule. The iron fence was taken down and used for scrap during World War II.



Soldiers' Monument



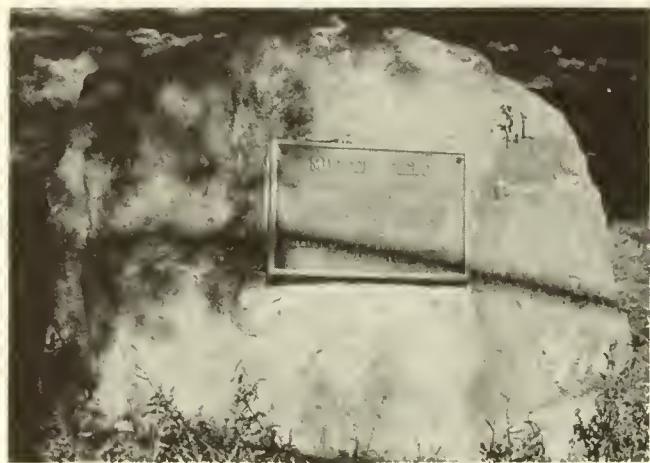
PLYMOUTH STREET

The dedication of the Soldiers' Monument erected by the Town in memory of the Soldiers of the Revolution was held on June 17, 1911. The program at the Monument had a prayer, a song, the unveiling of the tablet by Bertha Thompson and Sylvanus Bourne, the pledge to the flag, the presentation of the tablet by Fred Simpson, the acceptance of the tablet by Jabez P. Thompson, Chairman of Selectmen, and then the

singing of "America." The program at the Town Hall followed with a welcome by Fred Simpson, response by Mrs. George O. Jenkins, Secretary of the Massachusetts Daughters of the Revolution, address by the Hon. John D. Long, ex-Governor, a solo, "Let Me Like a Soldier Fall," another address by the Hon. Samuel W. McCall, M.C., a musical selection, another address by the Hon. Robert C. Harris, M.C., the singing of "America," and the benediction by Rev. Harrison L. Packard.

SOUTH STREET

Muster Field is the site of the drill field of the oldest Militia in the State of Massachusetts. Their commission was granted in 1792 by Governor John Hancock and they rendered their services for over 100 years. This militia company organized in 1792 and chose Ignatius Loring for their Captain; Elisha Faxon, Lieutenant; and Ebenezer Thomson, Ensign. They patriotically equipped themselves, even to a uniform, without getting any fee or reward. The government provided only the gun and its bayonet. This site was marked for the Bi-centennial in 1934 with a plaque affixed in 1961 by the Town at a cost of \$100.



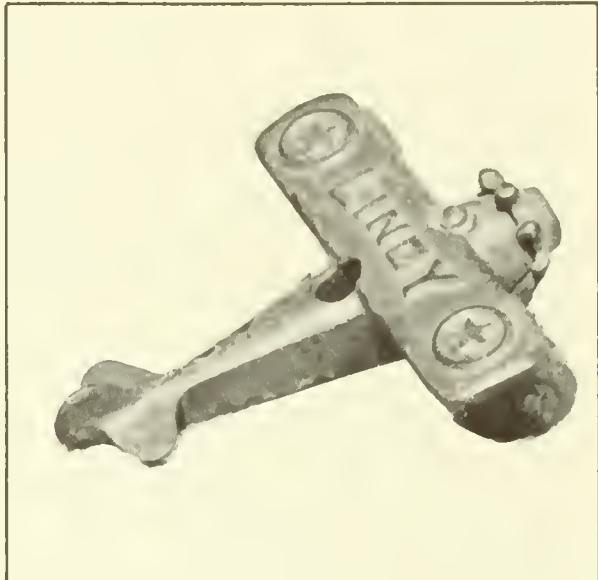


Charles A. Lindbergh

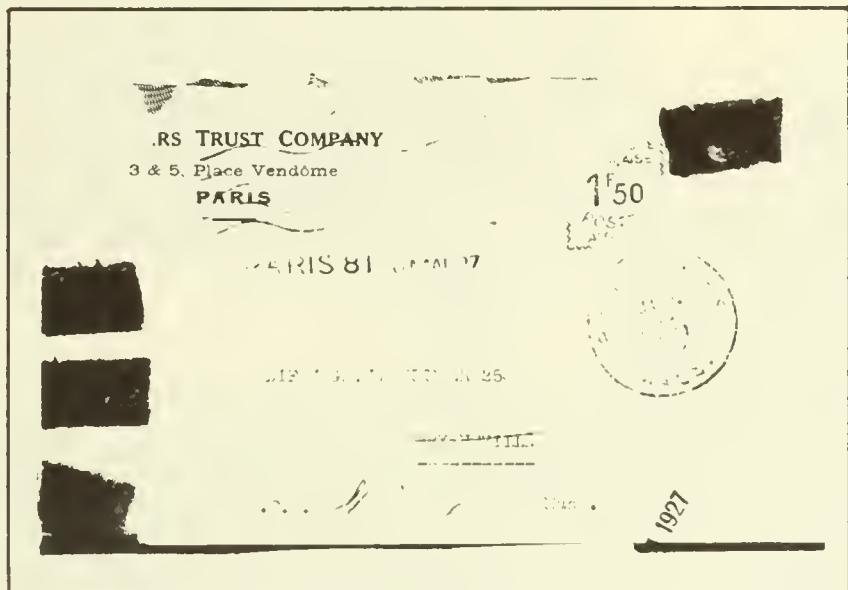
PARIS, FRANCE via
HALIFAX, MASS.

May 21, 1927

Spirit of Saint Louis



Lindbergh flew directly over the town of Halifax on his historic flight across the Atlantic. The Halifax Grange called Paris with a congratulatory message and received this reply:



BANKERS TRUST COMPANY
3 & 5 Place Vendôme
PARIS (France)

Your kind message has been received and
I beg you to accept the assurance of my appreciation
of your good wishes.

Sincerely yours,

Charles A. Lindbergh



Public Library and General Store, Halifax, Mass.

FIRE DEPARTMENT

The year 1984 is an important milestone for the Halifax Fire Department as well as the Town of Halifax. On August 24, 1984 the Halifax Fire Department will be 75 years old.

The Fire Department was formed as a result of a number of destructive fires. The change over from water power to wood and coal-fired boilers during the last half of the nineteenth century in local factories and mills, and resultant boiler explosions and fires caused great financial loss to the town. A fire in the company-run store on Furnace Street in 1847 destroyed the store, three houses and a woolen mill. This fire was responsible for the loss of fifty jobs, a tremendous blow to a town with roughly two hundred permanent residents. At the turn of the century the town suffered more loss by fire. In 1905 the Hotel Monponsett burned, and in 1907 the original town hall and library were destroyed by fire, and a watchman was paid to see that embers from the fire did not ignite other buildings close by including the Congregational Church, the carriage shed, and Pope's Tavern.

On August 24, 1909 a group of men met at the Town Hall and sixteen of those attending signed up as charter members of the Halifax volunteer fire department. The Halifax Grange and the Halifax Improvement Society each donated twenty-five dollars for the purchase of soda-acid fire extinguishers.

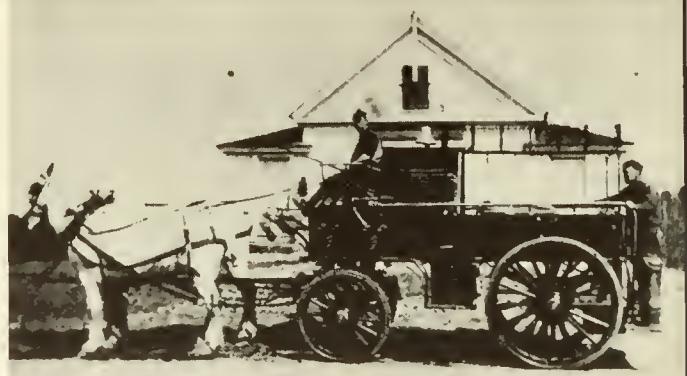
In the event of a fire (signaled by the ringing of the church bell), the fire extinguishers were loaded into the blacksmith's wagon and rushed to the fire. Jared B. Baker was the blacksmith and was also elected the first fire chief. The Grover Corner schoolhouse was donated to the fire department and moved from the corner of Plymouth and Monponsett Streets to a spot just west of the library where it served as the fire station until the present station was built in 1961. Geo. Harry Armstrong brought the first fire truck, a Locomobile forest fire truck, from Cambridge to Halifax in the 1920's.

In the early years the department was supported by donations from civic groups such as the Halifax Grange and the Ladies Auxiliary. Fund raisers such as dances and field days were held to purchase and upgrade equipment. Over the years the department came to be supported wholly by the town, using appropriated funds to upgrade the service provided.

From 1945 until his retirement in 1979, Chief Oscar Gassett guided and improved the service delivered by the department. This same commitment to quality fire protection is being carried on by the present Chief, Kenneth Calvin.

While the history of the town has at times been altered by the ravages of fire, Halifax has been blessed with a low loss of life record. With continual upgrading of the Halifax Fire Department, this proud record will be maintained.

The members of the Halifax Fire Department wish the town a happy 250th birthday and many, many more.



In the beginning, 2 horse team with hand fire extinguishers in the back of the "democrat" wagon of the fire chief. Left: Albert Thomas, on the back, G. Harry Armstrong about 1919.



Locomobile Forest Fire Truck, early 1920's.



Our two fire engines ready to roll down the ramp at Fire Station when it was to the west of Town Hall in the 1930's. In the truck to the left, "Young Harry," G. Harry Armstrong, and right, Warren Ellis.



Today



Center, Jared Baker, Chief, Volunteer Fire Department when formed in 1909 until 1921.



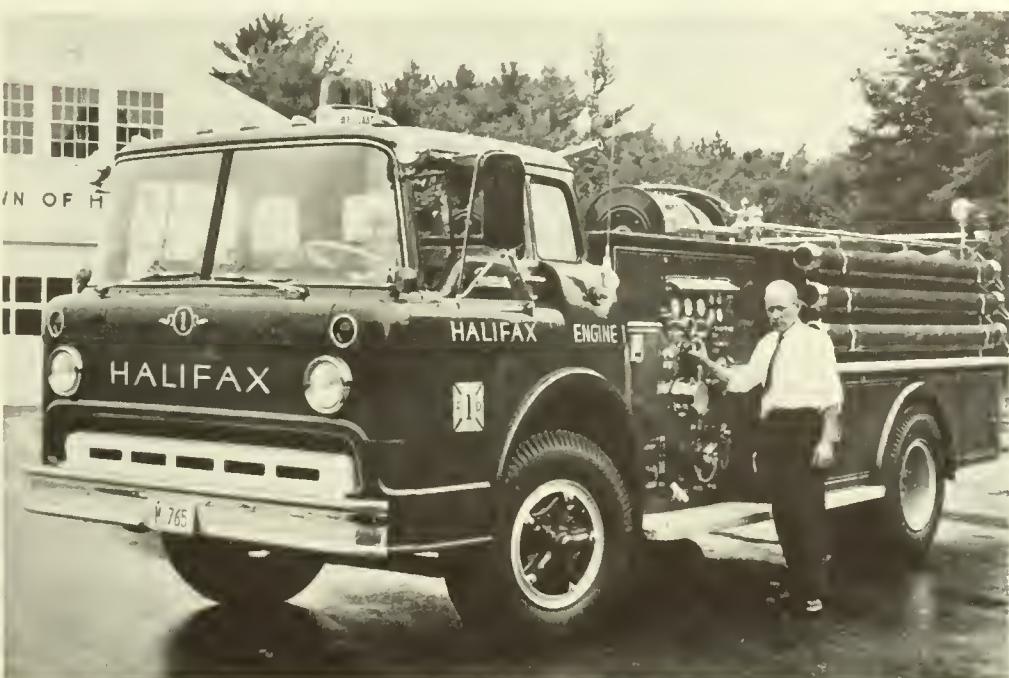
George Harry Armstrong, Chief, Board of Fire Engineers — 1922-1926.



David M. Briggs, Chief, Board of Fire Engineers — 1927-1945.



Oscar Gassett, Chief, Fire Department 1945-1978 shown with 1950 truck and Fire Inspector Feeney.



Chief Gassett with new 1967 truck. In 1957 Town voted the position of Chief of Fire Department.



Kenneth Calvin, Chief, Fire Department 1979 to present.

POLICE DEPARTMENT

For years elected Constables provided police protection in town. In 1924 the Halifax Police Department was established by Town Meeting vote. The first police chief was William L. Robertson who served from 1925 through 1928, after which Charles Donati served as chief until 1936. The next Chief was Elvin Wood who served for 1937 and 1938. Then Charles Donati was appointed again from 1939 to 1941. Howard L. Waterman, Sr., was appointed in 1942 and served until his retirement in 1979. The present chief is James A. Booth.

Through the years after the Police Department was established, part-time officers were appointed in addition to the two elected constables.

For years the Police Department shared a small space in the building where the Fire Department is now located. In 1981 a Police Station was built. In this new building there is a much needed cell for both male and female prisoners.

The police force now has ten men plus an Auxiliary Police force consisting of eight men and women.



Chief James A. Booth
1979 to Present



Charles Donati, Police Chief
1929-1936 and 1939-1941



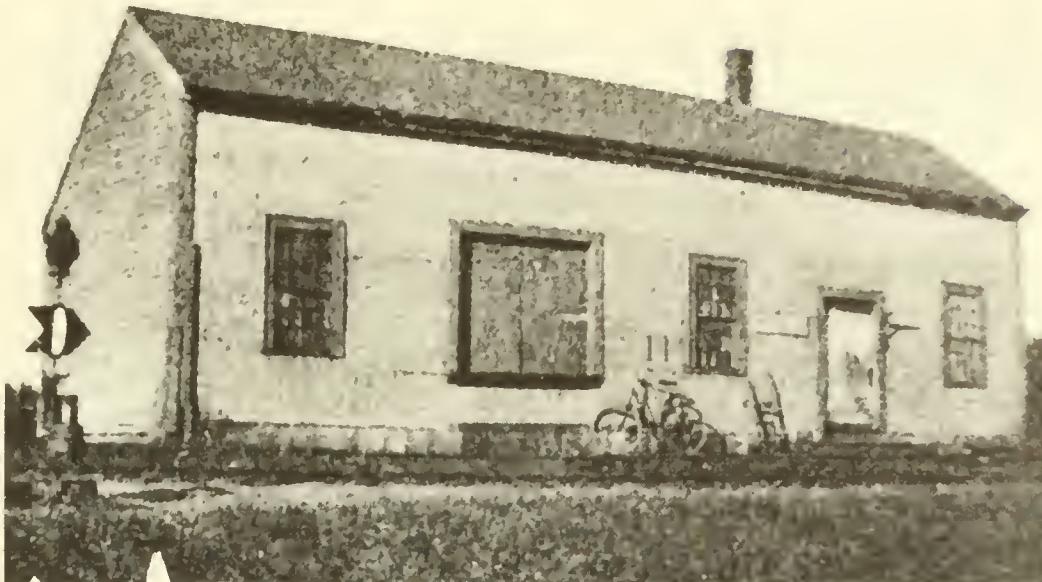
Elvin Wood, Police Chief - 1937 and 1938



Howard L. Waterman

Appointed Police Officer 1940; Elected Constable 1941; Appointed Part-Time Chief 1942; Appointed Full-Time Chief 1962; Retired as Chief Jan. 1, 1979; First Full-Time Police Chief to retire from the Halifax Police Department; 37 Years as Police Chief

DEPOTS



HALIFAX DEPOT

The Halifax depot was built in 1845 near where the present railroad line crosses through Halifax on Holmes St. It was used extensively after it was built by the Old Colony Railroad's subordinate. However, when the Old Colony Nursery and greenhouses on Plymouth St. by Richmond Park burned and went out of business in 1890, the Old Colony Railroad did not use the station so much. In 1893 the New York, New Haven & Hartford Railroad took over the operation of the rail system. In 1911 the Halifax Grange paid for the installation of a telephone in the station. Ed Dutton was the Station Master for many years.



MONPONSETT DEPOT

GENERAL DIVISIONS OLD COLONY SYSTEM.

OLD COLONY RAILROAD.

Central Division	272.35 Miles.
Providence Division	93.24 "
Northern Division	98.64 "
Cape Cod Division	120.89 "
Total Miles	666.61

OLD COLONY STEAMBOAT CO.

New York and Fall River	181 Miles.
New York and New Bedford	186 "
Total Miles	366

PASSENGER STEAMERS.

PURITAN,	PILGRIM,	PROVIDENCE,	OLD COLONY,
		PLYMOUTH (Building).	

FREIGHT STEAMERS.

CITY OF BROCKTON,	CITY OF FALL RIVER,
CITY OF NEW BEDFORD,	CITY OF FITCHBURG.

New Bedford, Vineyard and Nantucket Steamboat Co.

New Bedford and Oak Bluffs	22 Miles.
Oak Bluffs and Nantucket	23 "
Total Miles	50

STEAMERS.

NANTUCKET,	RIVER QUEEN,	MARTHA'S VINEYARD,
ISLAND HOME.		MONOMIANSETT.

INDEX OF PASSENGER SERVICE.

	PAGE
Abington, and Bridgewater and Brockton Branches	15
Boston and South Braintree, and Suburban Service	4-6
Boston, Fall River, and Newport, via Tiverton, and via Brockton	7-9
Boston, and Providence, Newport, New London, New Haven, and New York	20-21
Cape Cod Service, from and to Boston	18
Chatham Branch Service	19
Dedham and Suburban Service	22-24
Easton Branch Service, Brockton and Stoughton Central	17
Fairhaven Branch Service	19
Fall River Line	82
Fitchburg and Marlboro, to and from Boston, Central Division Stations, Cottage City, Nantucket, Fall River, Newport, New York, Pawtucket, and Providence	28-29
Fitchburg (Local Service), Pratt's Junction, and Worcester	30
Granite Branch Service	12
Hanover Branch Service, from and to Boston	18
Lowell, Mansfield, and Central, and Providence Division Stations, Fall River, Newport, Cottage City, Nantucket, and New York	27
Martha's Vineyard and Nantucket Service	17
Middleboro, to and from Taunton and Providence	16
Nantasket Beach Service	31
New Bedford and Fall River, via Branch	16
North Attleboro, to and from Providence and Boston	25
Providence, Attleboro, and Mansfield (additional trains)	24
Shawmut and Milton Branches, to and from Boston	14
Shore Line	82
South Shore, Duxbury, and Plymouth	10-11
Stoughton Central and Easton, via Canton Junction from and to Boston	25
"Suburban Homes" on the Old Colony	18
Stonington Line	80
Taunton and New Bedford, from and to Boston and Providence	12-13
Warren, Bristol, Fall River, and Newport, from and to Providence	26
Woods Hole Branch Service	19

Circa 1840's



POST OFFICES



The old mail coach with Stephen P. Lull who met the mail train at Halifax depot. Because of his regular trips to and from the depot and post office near the Town Hall, he was also hired by the school committee to "cart" scholars to school.



The Public Library was one of the sites of the town's Post Office for nineteen years after the old Town Hall burned. Shown here is Postmaster and Librarian Thomas Morton who walked a mile to work and back everyday, even when he was 79 years old.



This building, located next to Lewis' Restaurant, served as our Post Office in the 1950's. Prior to this, the Post Office was housed in Case's store. Below is today's Post Office built in 1976.

U.S. POST OFFICE, Halifax, Plymouth County, Mass.

Established on December 30, 1814

POSTMASTERS	Appt. Dates	Length of Service		
		Yrs.	Mos.	Days
Jotham Cushman	Dec. 30, 1814	02	- 02	- 27
Obediah Lyon	Mar. 28, 1817	16	- 03	- 24
Henry Pope	July 23, 1833	14	- 01	- 28
Zadock Thompson, Jr.	Sept. 22, 1847	03	- 00	- 15
Cyrus Morton, Jr.	Oct. 7, 1850	01	- 10	- 16
Cyrus Morton	Aug. 24, 1852	02	- 04	- 02
Eliab Poole	Dec. 27, 1854	05	- 10	- 14
Sylvanus R. Fuller	Nov. 12, 1860	00	- 05	- 21
Horace W. Poole	May 4, 1861	01	- 08	- 15
Caleb Poole, Jr.	Jan. 20, 1863	09	- 11	- 15
Harrison D. Packard	Jan. 6, 1873	10	- 02	- 25
Alson Poole	Apr. 2, 1883	00	- 07	- 20
Harrison D. Packard	Nov. 23, 1883	12	- 02	- 17
Thomas D. Morton	Feb. 11, 1896	31	- 05	- 06
Hilda Thomas (Acting)	July 18, 1927	00	- 00	- 24
Harry D. Minor	Aug. 12, 1927	14	- 07	- 18
Rufus O. Case	Apr. 1, 1942	22	- 04	- 29
John F. Landry	Aug. 31, 1964	19	- 03	- 23



HOLMES PUBLIC LIBRARY



Holmes Public Library, Plymouth Street, Halifax, Massachusetts



Dr. Howland Holmes of Lexington,
Mass., brother of John Holmes of Halifax

In 1876 Dr. Holmes donated \$100.00 along with a proposition to start a free library in Halifax. This was accepted at a Town Meeting on November 7, 1876. The library was first housed in the Town Hall. When this burned in 1907, the library had a temporary home in the Congregational Church.

In 1908 the town appropriated \$1,000.00. The old schoolhouse from South Halifax was a gift from the J. L. Jones family. It was subsequently moved, converted and became the town's first library building. For the first few years, the Post Office shared the building. The old schoolhouse forms the core of our present library.



Library as it looks in 1983

Clarence Devitt's R.F.D.
Mail Buggy



SCHOOLS

The first educational entry in Halifax records, dated December 4, 1732, directs the selectmen to provide a schoolmaster for the "Town." Beginning in 1734, Rev. John Cotton, the first minister, did some teaching; by 1738 Town Meeting voted Jonathan Sears schoolmaster for the coming year—he remained 13 more! In 1741 it was voted school should be kept 4 months at easterly part of town, 3 months near the intersection of Plymouth and Elm Streets, 2 months on land of Nehemiah Bosworth and the final 3 months in the southerly part of town.

Public schooling, as we know it, began in Halifax in the mid 1800's. Eventually the school program required five school districts:

1. Corner of Holmes and Plymouth Streets
2. Junction of Routes 58 and 106 (Grover's Corner)
3. Fuller Bridge on South Street
4. Thompson Street
5. Elm Street

These schools were administered by a Prudential Committee in each district. They hired the teachers, arranged their board and room, paid their salaries and periodically examined them. Teachers were occasionally hired as late as the night before school started!



Schoolhouse #1
Northwest corner of Plymouth & Monponsett Streets



Moved in 1910 to become first Fire Station



Moved in 1976
to South Street
to become home
of the Historical
Society

By 1854 a school committee of five (one from each district) was chosen, and a superintendent was voted by ballot. In our first published Town Report—1857—school committee members were to receive \$1.00 a meeting, only!

In 1858 a vote defeated building a Central school. Teachers' pay now up to \$22.50 a month, with the town paying \$15.00 for board.

Children in 1874 were dropping out of school to work in town factories.

SCHOOLS



Former South Street School
moved in 1908 to become core
of Holmes Library

The total school budget for 1880 for teachers, janitors and wood for heat was \$763.00. Suggestions began to surface regarding repairs, and appeals for parental concern. The committee felt students were poor readers and did not believe corporal punishment was to be wholly discarded and should be used with "great calmness, mildness and consideration." There were 30 weeks of school with a total of 65 pupils.

1885 was the first year it was voted that the school committee should purchase, at town expense, text books and supplies and loan them free to students. Schools began to fall into disrepair, teachers were hard to find, attendance fluctuated—there were many complaints. By 1878 we were down to four schools.



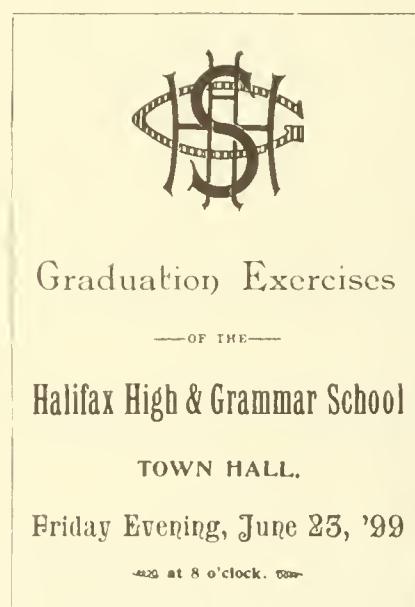
1880 — Purchased by John Thompson — still standing on original site on Thompson Street — 1983



The Elm Street School building, which had been moved twice, was still active in the early 1900's. On the right is the Elm Street School after it was converted into a home.

SCHOOLS

In the 1890's, Eugene Deane, teacher and the first principal, taught classes held in the Town Hall.



PROGRAMME.

PRAYER.

SONG OF WELCOME,
School.

• SALUTATORY & ESSAY—Good Reading,
ELSIE M. TILSON.

SINGING—On, On, We Glide.

• ESSAY—High School Work,
GRACE A. THOMPSON.

SONG—Over the Fields of Clover

• CLASS HISTORY, WILL & PROPHECY,
MYRTLE B. ESTES

SINGING—Roads Will Meet By and By,
SCHOOL.

• ESSAY & VALEDICTORY—Class Motto:
We Build the Ladder by Which We Rise,
HARRY B. GROVER

PRESENTATION OF DIPLOMAS.

CLASS SONG

* Parts assigned by vote of the class.

After the exercises, a reception was held at which ice cream and cake were served in the school room. The company then returned to the main hall upstairs where two short plays were given, one by the boys and the other by the girls. The audience dispersed, ending one of the happiest events in the history of the times. The whole town was there; the gathering was the largest seen in the Town Hall for many years.

Finally, in 1904, the Assembly voted for a Central School. The building plans were approved in twenty days. The four schoolhouses were sold at auction to finance furnishings for the new school. The land donated by Mr. and Mrs. J. L. Jones was accepted and an iron fence erected around the property.

When the Central School opened in 1905, there were three teachers. One room for grades 1, 2 and 3, a second room for grades 4, 5 and 6, and the third room for grades 7, 8, 9 and 10. The fourth room was not used at that time.

It wasn't until 1910 that the first woman was elected to the school committee (universal suffrage did not come into effect until 1919). Here, women were allowed to vote on school matters and to hold office. Mrs. Jared B. Baker was instrumental in initiating a course of study that would help children attain a higher education than the 8th grade, and improved health standards.



Central School, 1905, on Plymouth Street

SCHOOLS

Without a high school or any transportation to a neighboring town, it required considerable effort and sacrifice for a child to pursue a higher education. For many years students boarded with friends or relatives, away from Halifax, to attend school until 1913, when the school committee voted to pay high school transportation costs as the law allowed in towns with a population of less than 500. By 1914 the cost was \$2,000.



Central School in the 1920's



Back of school showing Tramp house

By 1907, \$157.70 was expended to install 32 window screens and 3 screen doors in the interest of good health.

A 1929 rising vote of thanks accepted the parcel of land adjoining the rear of the school yard, to be known as the "Vaughn Memorial Playground."

By 1921 motorized transportation took all high school children to Bridgewater. In 1935 they were transferred to Whitman. 1954 saw the opening of Silver Lake Regional High School.

The year 1947 saw the addition of 2 rooms to Central School, which were not adequate for very long. Finally the town purchased the land occupied by the vacant Standish Manor for today's Elementary School which opened its' doors in 1960. Six more rooms were added in 1965. The old Central School is still in use.



Former estate used as the Standish Manor School for exceptional girls



Today's elementary staff for over 600 pupils is approximately 40 teachers and aides. Fiscal 1984's TOTAL school budget for Halifax K-12 will be \$1,958,823.00.



Early Childhood Educational Center opened in 1975

SCHOOL TRANSPORTATION



One of the first vehicles for scholar transportation was called the "School Barge," a horse-drawn coach with roll-down curtain sides to keep out the inclement weather.



A later model of the horse drawn coach/school bus had more permanent sides with isinglass roll-down windows. This coach being larger to carry more passengers was much heavier and required two horses to pull it.



In 1922 the first motorized school bus in Halifax was the Reo owned by Clyde O. Bosworth shown here. It was of wooden body construction as were the horse-drawn vehicles and had one door on the driver's side and a door in the rear for passengers to use as the horse-drawn vehicles had, also. It had wooden bench seats on the sides and fold-down glass windows.



One of the later school buses from the mid twenties to the early thirties is shown here. It is larger and longer with two-part windows that went up and down.

In 1869 the General Court enacted the following law: Chap. 132 AN ACT Relating to the Conveyance of Children to and from the Public Schools. Be it enacted, etc., as follows:— Sec. 1. Any town in this Commonwealth may raise, by taxation or otherwise, and appropriate money to be expended by the School Committee in their discretion, in providing for the conveyance of pupils to and from the public schools. Sec. 2. This act shall take effect upon its passage. Approved April 1, 1869.

Prior to the enactment, families provided their own transportation. On March 15, 1875 the Town voted to consolidate the 5 district schools into 2 (1 primary, 1 grammar) and all pupils were to be conveyed to and from the schools who resided beyond the radius of 1½ miles from the Town House where the school was to be housed. And so public school transportation began here.

The 1876 Report says that 87 scholars of all ages were in the school and that transportation created a business, however small, in the hardest of times. There was expended \$552.05.

However, the following year it was voted to go back to 3 district schools because the people were dissatisfied with the previous year. And to quote from the 1877 Report: "Transporting scholars at the expense of the town is not in popular favor at the present time. Etc.,".

In 1890 the cost of transportation was only \$12.45. In 1894 the School Report says, "Reason, sound and good judgement declare that taking the months together as they come, children can be conveyed in greater comfort and less fatigue than when they are obliged to walk long distances. In Massachusetts the idea of transportation has come to stay. Where the plan has been faithfully tried, it gives great satisfaction."

By 1898 the cost of transportation was back up around \$300 for 89 scholars in an effort to improve attendance in the district schools, because truancy was a serious problem which the School Committee tried to control by providing limited transportation so families would send their children to school.

When the Central School was built in 1905 the resulting increase in the cost of transportation of 79 scholars went from \$385.84 to \$950.42 plus the cost of a coach of \$145.00. There were 3 routes awarded to various bidders. By 1912 there were 4 routes throughout the town. Also, in 1912 the School Committee voted to inform the owners and drivers of the school coaches "to require the children to retain their seats in the coach after once getting in until they reach the Schoolhouse and in no case to hang or ride

on the steps of the coach while going to or from school and to require all children who wish to ride home to take their seats in an orderly manner in the coach at the schoolhouse. We do this to guard against danger of injury to the children."

The first unofficial motorized transportation was in September 1916 when the School Committee voted to notify one of the bidders to drive the coach on school route instead of auto. However, in 1919 the School Superintendent said in his Report: "This matter should receive the serious attention of the School Committee and all interested. Simply getting the child to school and back home again is not all that is necessary, this should be done under the best conditions possible and it is not done in an open or even closed drafty wagon with cold floors. Suitable heated bodies for the carriages ought to be obtained either by the town or by those who drive the teams. If a term contract could be made with someone to do this, such an arrangement might be made." And so, in 1920 one of the Routes was awarded to Clyde Bosworth and was to be covered by auto. In 1922 the Committee voted to combine 2 of the routes and it was awarded to Mr. Bosworth, and he was to use a "Motor Bus." This proved to be so successful that the Committee voted to motorize all Barge routes in 1923.

In 1924 the Committee interviewed all the barge drivers with regards to installing a device for opening and closing the rear door from the driver's seat. Also, in 1924 high school transportation was put out to bid and the cost of all school transportation was \$4,159.21 which was the average cost through the 1930's also for between 140 and 160 students.

By 1955 the budget for transportation was \$14,462.57 with services now being provided for high school transportation to Whitman and in-town services for 274 students in Grades 1 through 12.

In 1982 the budget for transportation was \$95,787.00 for the Halifax School Department for 1,183 students from Kindergarten through 12th grade. Also, Special Education transportation services cost an additional \$34,760.09 with a State reimbursement of \$70,864.00.



School buses of the eighties have continued to change. Black non-reflective paint has been added to the hoods to prevent reflection of light to the driver and black paint around the red school bus flashing lights to make them stand out to the driving public, along with mirrors to provide all-around visibility for the school bus operator.



In the fifties school buses were still changing, larger, more lights for better visibility, with safety the prime factor. Regular State inspections of the vehicles and school bus driver exams were being required.



In the mid thirties, school buses had signs on top of the body, front and rear, as well as red lights, with the door now operated by the driver for the passengers. Safety features were more numerous, including shatterproof glass.

By the early thirties, school buses had grown in size and structure with metal bodies, dual rear wheels and bigger engines, as this Dodge shows.

GONE BUT NOT FORGOTTEN



The Major Thomas Drew homestead on Plymouth Street was built about 1750. Major Drew during the Revolutionary War used to hold militia reviews here. He died in November of 1860. Note that this house, as did all early homes, faced south and was of the garrison construction. It is unknown why their homes faced the south. Speculation is for religious/superstitious reasons; however, it is obvious now that it was the forerunner of solar heat with a full roof facing the cold north winds. The homestead was bought by Martin Bosworth in the 1860's. In the mid 1870's one of his sons, Daniel O. Bosworth, built another home to the east of this location when he married. There is a story in the January 6, 1904 issue of the "Bryantville News" telling of its burning. This house was located about 400' northeast of the intersection of Route 106, Plymouth St., and Route 105, Thompson St.



The Drew Place on River Street. This home faced south and its' back was to the road. On this farm site once stood the stockade, used by the early settlers.



The White house was at one time the oldest in town but was lost to the elements and a lack of love. Located at the corner of Monponsett St. and Ocean Ave.



The Krauss Place stood on the corner of Holmes Street and Marjorie Drive. It was disposed of by the Fire Department in 1960.

OLD HOMES



Residence of G. Steele, Plymouth Street



Daniel O. Bosworth Place, 1900, Plymouth Street



Residence of Mrs. J. M. Soule, Plymouth Street



Sterling Bricknell Place, Franklin Street



Melvin Crooker Place, Plymouth Street



E. Laurence Grover Place stood on Monponsett Street across from Halifax Meadows



Jared B. Baker Place, Plymouth Street



Stephen Lull Place, Plymouth Street

OLD HOUSES



GEORGE HAYWARD PLACE — South Street



SYLVESTER HOMESTEAD — Plymouth Street
Photo insets: Joseph Sylvester and his wife



V. B. GROVER PLACE — Monponsett Street. This was remodeled in 1980 when the condominiums were built.



DR. MORTON'S HOME — Plymouth St. — early 1850's.
Was the home of Guy Baker, historian and author of
History of Halifax. Fence is noted in the national listing of
historic sites. Photo inset: Dr. Cyrus Morton, 1797-1873.



SCOTT LEACH PLACE — corner of River and
Wood Streets



LYSANDER HAYWARD PLACE
Plymouth Street



The Otis Pratt place. This later was the home of D. M. Briggs (one time fire chief). Notice the several "out" buildings.



Otis Pratt place in the distance, hence the name Pratt Street.



Located on the left side of Monponsett St. by Palmer Mill Rd. is the former home of Rev. James Thomas. Note its' "gingerbread" trim which was quite different for its time.



Located next to Jim's Repair is the former home of Augustus Hatfield.



The probate record of Oliver Holmes of 1864

PERRY OWNER IN 1900's



Schedule of Personal Estate.

	Dollars	Cents
Grass	15	+
1 Horse	125	+
1 Cow	35	11
1 3 yrs Heifer	30	11
1 light Wagon	12	00
1 Farm Wagon	55	00
1 pr Heavy Wheels	10	00
1 Plough	8	00
Hay	22	00
Harness & chains	7	00
1 Pitch Fork	50	
14 Cord Wood	40	00
Lot of Logs	20	00
1 Hog	20	00
Chest Boxes & Lot of Iron	2	10
1 Axe	60	
1 Sleigh	3	00
Lot of Shingles	4	00
East Room	4	Chairs
Front Room	1	Looking Glass
Room	6	pr Linen Sheets
	3	pr Kitchen do.
	6	00
	392	10

[The Administrator must file the Inventory in the Probate office within three months after his appointment.]

COMMONWEALTH OF MASSACHUSETTS.

Plymouth,

PROBATE COURT

to Abraham Bourne, John M. Soule
and Charles H. Paine all of Halifax in
said County.

GREETING

YOU are hereby appointed to appraise, on oath, the estate and effects of
Oliver Holmes late of Halifax

in said County of Plymouth deceased, intestate, which may be in said Commonwealth.

When you have performed that service, you will deliver this order, and your doings in pursuance thereof, to

Edwin Ingles the administrator of the estate of said deceased, that he may
in the same to the Probate Court for said County of Plymouth

the day and year of the Probate Court the thirteenth day of
June in the year of our Lord one thousand eight hundred and sixty-four.

Mrs. Mrs. [Signature] Probate Court.

PLAQUE OF \$ 20 A.D. 1864 THEN the above-named

Abraham Bourne, John M. Soule

Personally appeared and made oath that they would faithfully and impartially discharge the trust reposed in
them by the foregoing order.

Before me *Chas H. Paine* Justice of
the Peace.

Pursuant to the foregoing order, as directed, we have appraised said estate as follows, to wit —

Amount of Real Estate, as per schedule exhibited, \$ 3265.00

Amount of Personal Estate, as per schedule exhibited, \$ 469.20

Abraham Bourne Appraiser
John M. Soule Appraiser
Charles H. Paine Appraiser

PLAQUE OF \$ 20 A.D. 1864 Then personally appeared
Edwin Ingles the administrator of said estate, and
made oath that the foregoing is a true and perfect Inventory of all the estate of said deceased that has come
into my possession or knowledge —

Before me *Wm. H. May* Justice of
the Peace.

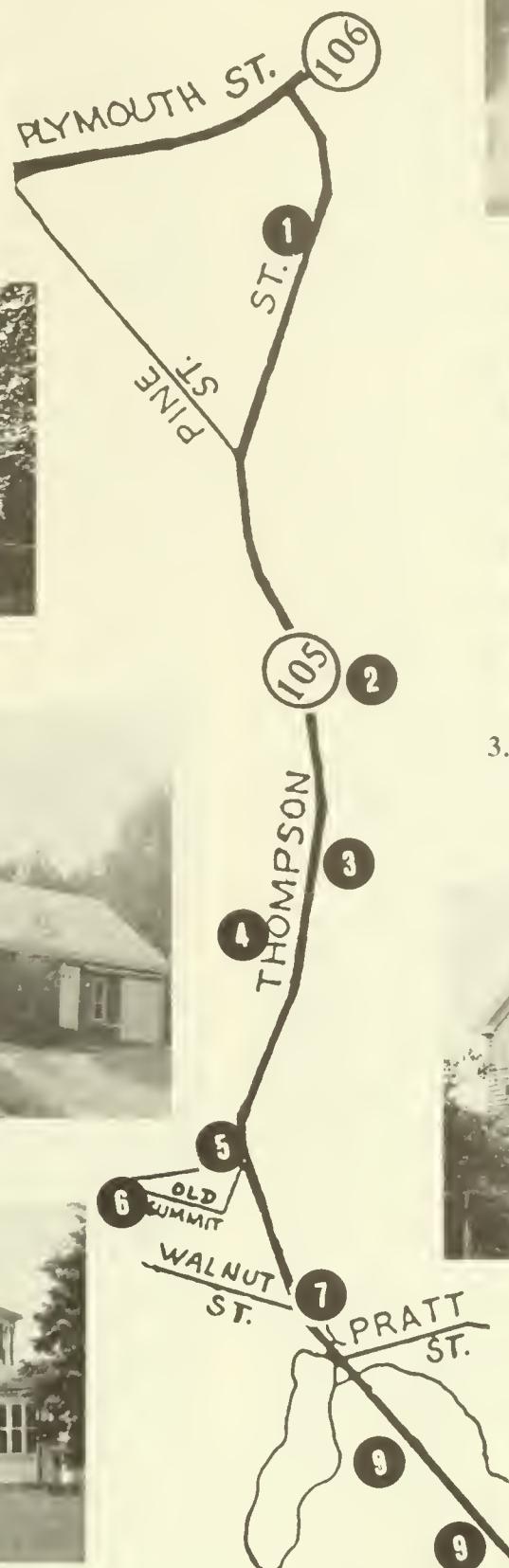
Schedule of Personal Estate.

	Dollars	Cents	
Armchair wrought iron	892	10	
8 Chairs	4	00	
1 Centre Table	8	00	
West Front Room	1	50	
1 Card do	3	80	
1 Looking Glass	4	00	
Crockery & Glass	10	00	
Carpet	1	50	
Rocking Chair	1	50	
Bed Room	Beastead Bedding	10	00
	Table Cloths Linen etc	2	00
Kitchen	6 Chairs	1	20
	1 Table	1	00
	1 Stove	2	00
	1 Clock	1	00
	Bed Clothing	2	00
	1 Ironing Stone	1	50
North Kitchen	1 Cooking Ware & Furniture	10	00
	1 Table	1	50
	5 Chairs	5	
North Bed Room	1 Bed & Bedding	6	00
	Stone Table	5	
	Cooking Ware & Furniture	6	00
		<u>469</u>	<u>20</u>

Schedule of Real Estate

House	500	00
Barn	75	10
Out Buildings	40	00
Half of John Holmes House	150	00
Woodland	1230	00
Mowing and Tillage Land	365	00
House lot and Orchard	175	00
Pasture and woodland	250	00
Pasture	80	00
Fresh Meadow western land	250	00
Fresh Meadow	30	00
	<u>3265</u>	<u>00</u>

Thompson Street Owners 1800's





The home of Bradford Waterman, Monponsett Street. This house stood south of the Condominium. The man pictured is Bradford Waterman, the father of former Chief of Police Howard Waterman.



N. Thompson house, Plymouth St., across from Bob's Garage. This house was later owned by Ed Vaughn who at one time was one of the largest property owners in town in the early 1900's.



The home of C. P. Lyon, 1847. It was from this home that the call to arms was sounded for the 3rd Massachusetts Regiment of 1861.



The original way to cut your grass. A country scene - 106 South St.



J. Fuller



F. Lyons "The Farmhouse"

395 Plymouth St.



Polk's Tavern

243 Franklin St.



N. Fuller

117 Fuller St.



Soule's Rest

398 Plymouth St.



1800's Shoe Factory

709 Old Plymouth St.



Otis Thompson

113 South St.



Edmund Churchill

266 Monponsett St.



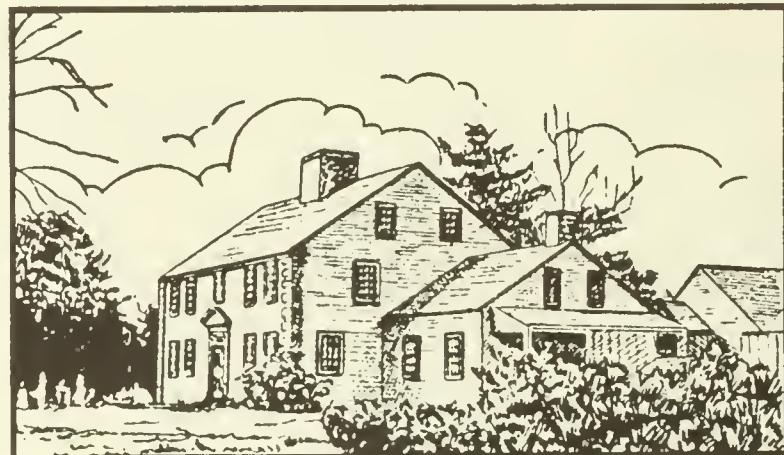
Not all of our old buildings were built on the spots where they now stand. One of the most noteworthy examples was not even built in Halifax to begin with.

In 1930 Miss Alla Libby purchased about 60 acres of Halifax land from A. Richmond Parker. When Miss Libby bought the land, only a white summer house and potting shed remained as evidence of the thriving "Old Colony" Railroad and nursery and florist business Mr. Parker's father had once maintained at that spot. The land fronted on Monponsett Pond and extended along both sides of Plymouth Street (Route 106) near the Sturtevant Cemetery.

It had long been Miss Libby's desire to purchase and restore an old house, but any plans she might have entertained in that respect did not include *moving* a large old building from one piece of property to another, let alone from one state to another. Yet that is exactly what came to pass.

Finding no building in the immediate area to match her desires, Miss Libby traveled to Maine, her native state, to look at a house she had learned was to be sold. The building, a one-time tavern known as the "Half-Way Tavern," had been built in Brunswick, Maine about 1790 and had already acquired an interesting history which Miss Libby soon resolved to increment by purchasing the old tavern, dismantling it board by board, and moving it several hundred miles to the south. The white summer house was removed from the Halifax land in August 1940. The Maine house was purchased and Joseph Everett Chandler, architect, was hired to oversee the dismantling and moving of it from Brunswick to Halifax. After seeing to the preparation of foundations for Halifax's new-old-house almost directly across from the old Sturtevant Cemetery set well back from Route 106, Mr. Chandler proceeded to have the "Half-Way Tavern" dismantled, numbering every board, beam and hand-made nail, and bring the parts to Halifax by train and truck.

The house was reassembled as it had originally stood, with only minor changes to make it convenient for 20th century living.



EARLY BUSINESSES



Greenhouses of Old Colony Railroad and Nursery
Established 1845

Old Colony Green Houses

NICHOLAS FEILEN, Proprietor.

Florist and Market Gardener

All kinds of Cut Flowers and Plants in their season.

PLYMOUTH STREET, near MONPONSETT, HALIFAX, MASS.



Greenhouses of Old Colony Railroad and Nursery showing improvements made. Destroyed by fire in 1890.



This scene shows the Nursery that stood near the road on Plymouth St. across from the Sturtevant Cemetery. This is Nicholas Feilen, the manager.



White summer house that stood on the site about 1935 where the "Kingstimber" now stands. It was taken down in 1940.



In the 1890's

Hotel Monponsett
MONPONSETT LAKES,
HALIFAX, MASS.
M. SCHINDLER,
Proprietor.

In the 1900's





In 1886, Moritz Schindler purchased a piece of property on Monponsett Pond and there he built a summer home large enough to share with his many friends. As more people began coming to the pond, a popular summer resort of the day, Mr. Schindler expanded his home and it became known as the Monponsett Inn. It was destroyed by fire in 1895 but was rebuilt as illustrated and continued to serve as an inn for visitors who enjoyed the fishing, boating, and swimming that the pond offered.

After World War II, vacation trends changed and there were fewer visitors to stay at the inn. Though the sleeping accommodations were used less, the dining room which could seat as many as 300 people remained popular and became the most important part of the inn.

In 1968 fire again destroyed the inn, then owned by the Clairmonts who lost a nine-year-old son in the tragic fire. This time the inn was replaced by a smaller facility designed only for dining. It was built on the site of the old inn's dance pavilion and the roof peak of the present Sergio's Restaurant is that of the original pavilion, all that remains of what was once a large resort hotel on Monponsett Pond.



Dance Hall, Monponsett in the 1930's



Today



HALIFAX GARDEN COMPANY



ROSES - CARNATIONS
ORCHIDS - GARDENIAS

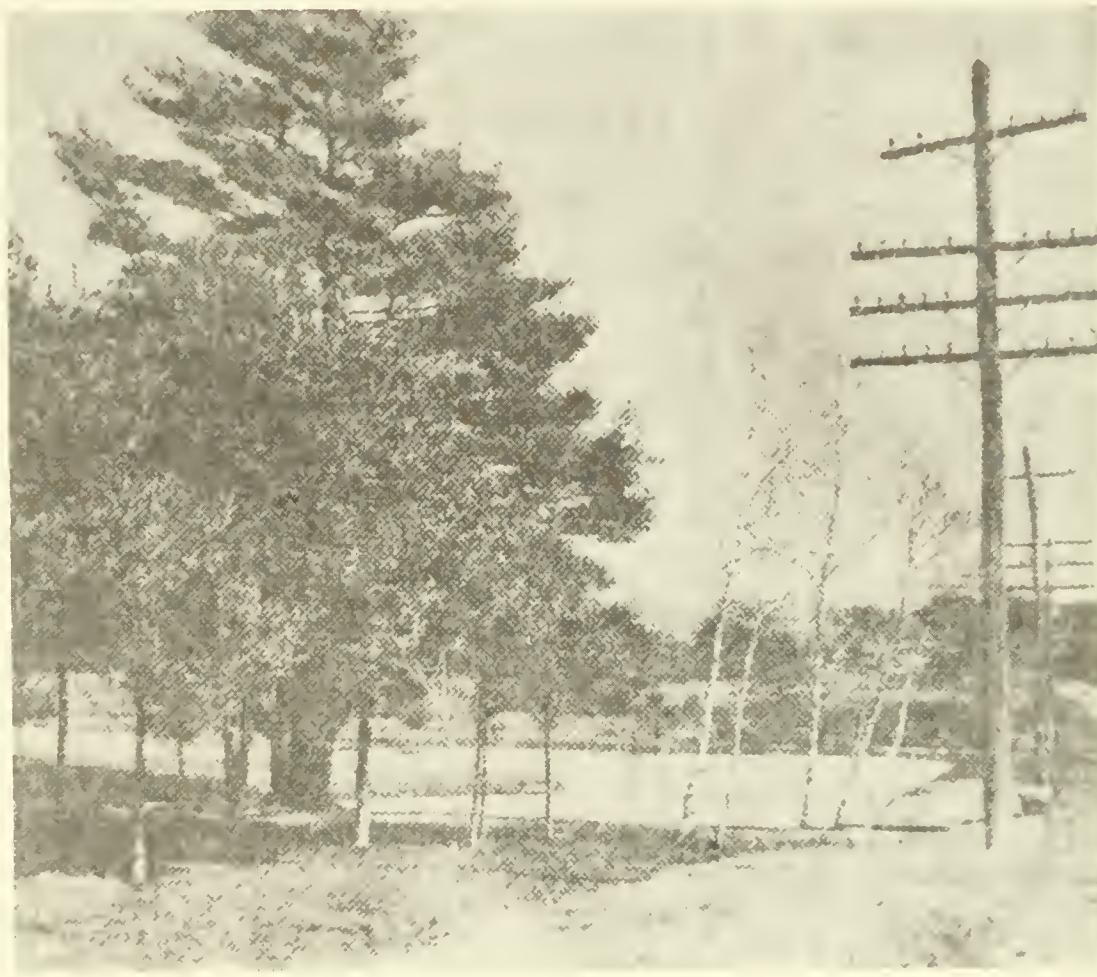
TELEPHONE
BRYANTVILLE
***** 81

The Halifax Garden Co. was founded in 1905 by A. C. Burrage. It consisted of a total of 18 greenhouses, the largest being 300' x 40' with 17 small greenhouses equaling a total of 154,000 square feet of covered ground. Roses were the

major crop of this business with an annual cut of about 2 million buds a year. These were produced each year with the expense of 450,000 gallons of oil. The business closed in 1979.



OTTO'S POND



At a special town meeting December 29, 1933 a resolution was adopted, "that the inhabitants of the Town of Halifax highly appreciate the action of Mrs. Bertha M. Otto, Mrs. Myrtie B. Armstrong, Mrs. Hannah J. Drew and Mr. Ernest T. Sturtevant, in granting to the town the site of the Local Civil Works development." The photo here shows the results of this donation of land. What is commonly known as "Otto's Pond" was built in three months in 1934 with \$2000 from government funds and the work of 20 unemployed men of the town for use as a water hole for the Fire Dept. with five acres of land used to build a pond and a beautiful park opposite the present Fire Station. It was originally a small brook rambling through the area and the men enlarged and deepened the brook so that it covered over a quarter acre and the average depth was about five feet. The town paid about \$250 for materials used.



BROCKTON STORE
A. L. Willett Proprietor W. H. Willett Manager
GROCERIES AND PROVISIONS,
Teas, Coffees and Spices Canned Goods of all kinds
Best Goods at Lowest Prices Plymouth Street, HALIFAX, MASS.



BROCKTON STORE

In the 1900's, Arthur Willett was the proprietor of the Brockton Store on Plymouth Street which his brother, Watson Willett, operated for him while he operated the Boston Store in Monponsett. This building was later operated as a "penny candy" store by Harry Minor, Sr., in the early 1940's.

Comply with the law
which requires all vehicles to carry a lighted lamp after dark
If you use
The Neverout PATENT LAMP
TRADE MARK
For 10 years the world's standard, you will run no risk of arrest,
no chance of liability in case of accident.
The Neverout is guaranteed to positively stay lit, to throw light
front, side and rear, as the law directs.
(Illustration shows The Neverout No. 44)
All styles and finishes of the celebrated Neverout for sale by

FOR SALE BY
GEORGE A. ESTES,
HALIFAX, MASS.



JUST
A MINUTE
STOP AT
Gus Hatfield's
Try his Good Things
Once a customer—
Always a customer



This store, next to the library, was built by George A. Estes while he operated the old store at the top of the hill in 1908. He opened this store Jan. 1, 1909 when the old store was closed and moved from its location where the present police station driveway is now. In 1927, Harry D. Minor, Sr. bought the store and in that year the post office was moved from the library to the store with Mr. Minor as postmaster. Rufus O. Case bought it in 1941 and made the store "self service." Alexander King bought it in 1951 and ran it until he built King's Plaza by the present fire station and opened his new super market in 1957. The old store was converted into an apartment building.

Agustus Hatfield built this store which later became Hayward's store and gas station. It grew and changed over the years including the addition of the package store. This building was removed recently to make room for the complex of stores at the intersection of Routes 106 and 58, now Crossroads.



Located on East Lake was Station #6 for A. R. Parker's ice cream and dairy products, whose main plant and restaurant was located in East Bridgewater. This stand opened in 1925. Arthur Richmond Parker came from the "Richmond Park" family of Halifax. He started his ice cream stand's operation with a single stand at East Bridgewater. Later he had 13 stations from Filene's in Boston to Provincetown. The small screened room to the left is where Ben Thrasher rented boats in the summer. The boat house and the bath house at this location can still be seen today.



The Toto family bought the site in 1945 and made several changes while leaving the old building in tact, including the screened porch and bath houses. They operated a Greek restaurant here until 1971.



Fred DesRosier, former owner of Kitty's Restaurant, bought the property and changed the area from business to residential. He removed everything except the bath houses, which he incorporated into his new home as a tool shed.



Today this location is known as Lewis'. However, the previous owner, Fred DesRosier, owned and operated this restaurant for 14 years as Kitty's. Many additions, changes and alterations were made during that time period.

George W. Estes built this restaurant and ice cream stand in the late 1940's after closing his garage on Plymouth Street, which he ran for many years. During the summer months, Mr. Estes used to project movies on the east end of the building free of charge to the public. Cars parked in the open field at that time, where the old post office was built later on. He sold this building about 10 years later and built his home with an ice cream stand attached on Carver Street, where Estes' Own Ice Cream recipes were and still are being used.





Woodcroft Farm, Halifax, Massachusetts

The Woodcroft Farm was operated in the early 1900's for horticultural and floricultural purposes with its numerous buildings and greenhouses. Like everyone else of the time, they also dealt in the poultry business. Deacon Waterman was the original owner of the estate. Ed Ramseyer bought it from Mr. Waterman. Ramseyer was responsible for the development of Paradise Lane and also the building of his new home here at Woodcroft Farm in 1917. Shortly after he built his new home, he sold everything to Ralph Atwood. Mr. Atwood lived there until Lawrence Henrich bought the property in 1961. Mr. Henrich made it his home until he converted the area into the Halifax Country Club in 1967 and remodeled the home into the clubhouse and offices.

WOODCROFT FARM, HALIFAX, MASS.

Small Fruit. Thoroughbred Poultry.

**Choice Tomato and Bedding
Plants in their Season.**

E. C. RAMEYER,
Prop.

F. E. CHAFFIN,
Manager.



TODAY

1930's



THE HOME OF GOOD MILK — J. HOMER TILSON & SON, HALIFAX

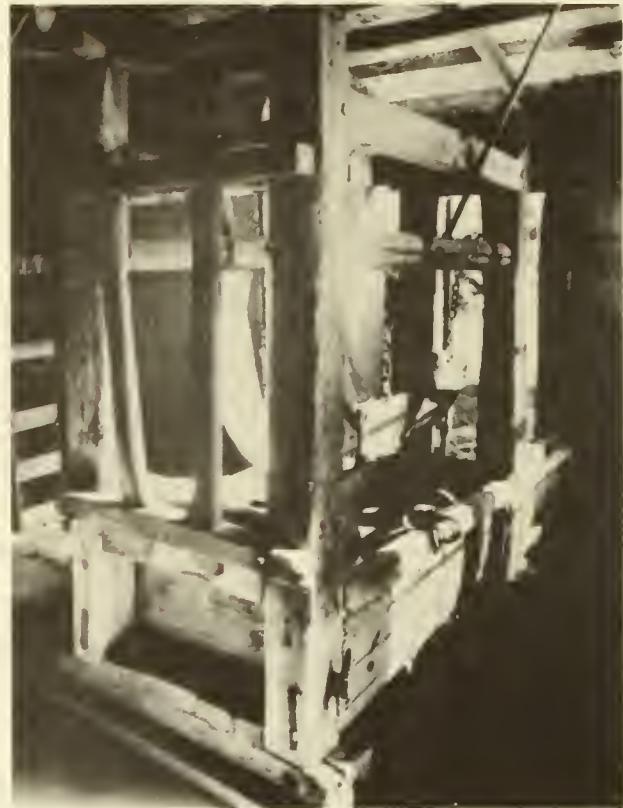
Parts of this farm yard can still be seen at 305 Plymouth Street



J. TILSON HOME located between Borhek Insurance and Nessralla Farm, burned down early in 1900's.



The left side is Farmers Garage; the right is the original blacksmith shop.



Jared B. Baker came to Halifax in 1893 and bought the blacksmith shop from John Watson on what is now Old Plymouth Street. It was strictly a blacksmith shop until the advent of the automobile when the old and the new were combined and it became Farmers Garage and Blacksmith Shop. This business was in operation until 1946.

J. B. BAKER

Horseshoer,
Blacksmith
AND
Wheelwright
Carriage Repairing.

PLYMOUTH STREET, CORNER PINE
HALIFAX, MASS.

Ad taken from 1902 Resident
and Business Directory.

Ox frame still located in the blacksmith shop. This frame believed to have come from Middleboro.



Some of the oxen shod in the frame.



First commercial gas pump in Halifax.



Part of the job of the blacksmith was being a wheelwright.

BUSINESSES

In 1634 the first Washburn in this country set up a grist mill in Duxbury across the bay from Plymouth. In the years which followed, the business moved to Huckleberry Corner in Carver and then to Middleboro, where it is still in operation.

In 1923 the C. P. Washburn Co. built the Halifax Station store. It was called the station store because it was located on the site of the Halifax railroad station on Holmes Street, where the Halifax Fence Co. is now located. The Station Store was the first of five stores that the Washburn Co. was to open in the years to follow in Massachusetts and Rhode Island and remained in business until 1983. At that time, it had been under the ownership of the 11th and 12th generation of Washburns, which many believe makes it the oldest business in the country to remain in the same family. Earl Pauling, manager for many years, was followed by Ara Ball, William MacKenzie and the present-day manager, Warren Washburn, who had been an employee of the company for over forty years, thirty of which have been at the Halifax Store.

Back in the so called "good old days" when the major source of income for the Halifax inhabitants came from poultry and dairy farming, the store sold forty to fifty tons of grain and fertilizer per week under its own brand name, "Made Right." Most of it came by railroad from the Middleboro store where the feed was processed and mixed.

In later years, after farming became a less lucrative means of income, the Washburn Co. expanded into plumbing, hardware and building material.

In May 1983 the building was sold to the Halifax Fence Company.



C. P. WASHBURN CO.

MANUFACTURER OF
MADE-RIGHT POULTRY STOCK AND DAIRY FEEDS

MIDDLEBORO TEL 107 W OR 6570
NIGHT 107 R OR 203 W

HALIFAX STATION STORE
BRYANTVILLE 49-6 NIGHT BRY 11112

Made Right Fertilizer, this year, will be sold for cash in ton lots at the mill at the following prices

5-8-7	\$40.50	Nitrate of Soda (reground)	\$63.00
4-8-4	36.00	sack)	\$59.00
Acid Phosphate	\$20.00	Nitrate of Soda (in Exporters'	

We also have a little line of cheaper fertilizers and top dressings if you want them, although we do not recommend them. We also have a complete line of chemicals, lime, etc.

This is absolutely a high grade material, reground and we will guarantee it not to lump. The analysis you can verify yourself from the Amherst State College bulletin.

If you buy in larger quantities we will name you a lower price. These prices are figured on the lowest point of the market this year. They will be higher as the season advances. We recommend that you get your order in now and take advantage of the present prices. This price is figured at the mill at Middleboro, a slight charge will be made for delivery. If your credit is good you can arrange to buy your goods on time.

But Please Remember We Want Your Business. We want to figure on it and make it now as we are not going to sell any fertilizer that is not well cured. Our opinion is that this price will have to be advanced later so get your order in and be sure of it.

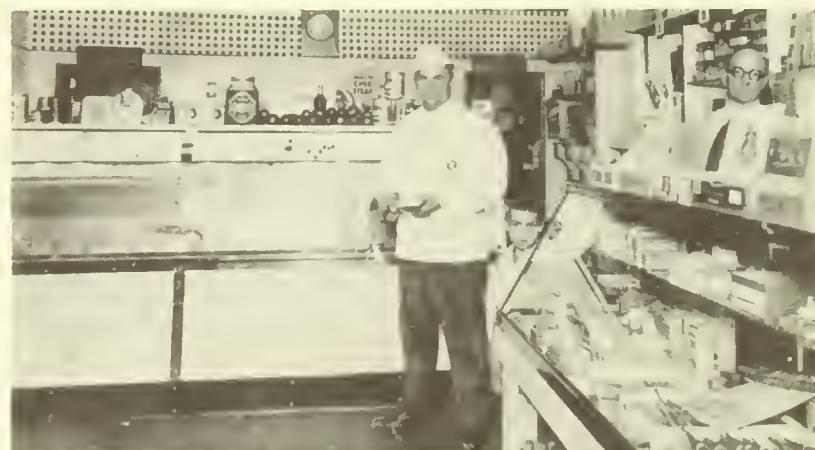
M. R. stands for Made Right and this means animal tankage, high grade chemicals, well cured and dried. One freight charge, low overhead and no outside agencies gives us a long leeway over competitors on fertilizer, chemicals, lime, etc.

These prices are good for week beginning March 3, 1924

Corn	2.18	Guten	2.40	M. R. Scratch	2.30
Cr. Corn	1.95	Cottonseed	2.50	M. R. Mash	2.85
Meal	1.85	Linseed	2.50	M. R. Dairy	2.50
Ivy. Can. Oats	1.41	Beet Pulp	2.20	C. Mixed Hay	30.00
Best Feed Oats	1.30	Bran	1.80	68-80% Scraps	4.60
Wheat	2.30	Midds.	1.80	Ceresota Fl.	1.10
Barley	1.95	A. Mixed Feed	2.10	Delight P. Fl.	.95

E. & C. E.

C. P. WASHBURN.



Inside the store with Cesare Sr., Cesare Jr. and Mr. Higgins.



The original store front steps can still be seen here after the enlargement of the market through the years. Today, most of this building is used as a restaurant. The market is gone.



During the winter months, there were 8 families from the railroad tracks to the store. The traveling store truck was used to serve them and the surrounding area.

D. O. Bosworth,

Milk and Vegetables

Teaming and Jobbing,

Tel. Con.

HALIFAX, MASS.



1900's



1930's



C. O. BOSWORTH & SONS

Native Pine and Oak Lumber
Farm Produce in Season

TRUCKS FOR HIRE
(2- and 3-yard capacity)

Telephone Bryantville 5-12

Halifax, Massachusetts



1948

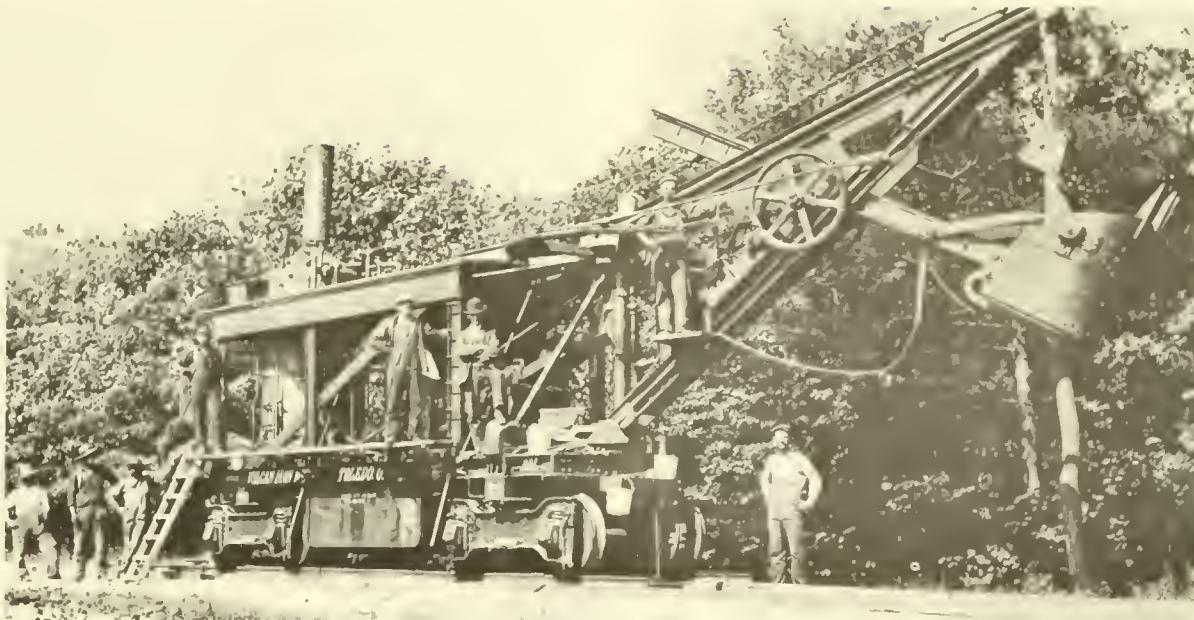
BOSWORTH'S GARAGE

GENERAL REPAIRS — WELDING — MOTOR TUNE-UP
PLYMOUTH STREET, HALIFAX Tel. BRYANTVILLE 53-13



1942

CRANBERRY BOGS



Albert C. Burrage Company's steam shovel mounted on a flat car used in the early 1900's to dig canal and thus control flowage from Monponsett Pond to Stump Pond.



Cranberry Bog Harvest, hand picking with scoop.



Picking passed to scooping and then to snap machine picking, nowadays to the "Floating Method."

There is some evidence that, in 1867, Ephriam Stetson began to cultivate cranberries in Halifax. In a cove above the "Narrows" up Stump Pond way, a narrow out-cropping of berries led Mr. Stetson to begin training cranberry vines to run; then he pruned them in a manner to permit easier harvesting. Small pieces of bogs soon sprang into existence where moist land could be drained and the turf bottom prepared to carry a medium thickness of sand. Our swamp areas lent themselves to this "building" of bogs.

The big bog movement into cranberry production came when the United Cape Cod Cranberry Co. was organized in 1904 and Marcus Urann began selling shares in his newly-formed company. He later founded Ocean Spray products.

The A. C. Burrage Cranberry Co. was founded in 1905. In 1907, they brought in a very powerful dredge to Stump Pond at a point above the narrows, off Elm Street, to dig a canal from that point on a direct line along the south side of the old pond bottom to the outlet of Monponsett Pond. They also developed the Burrage Bogs off the pond side of Elm Street, extending beyond the Hanson line.

Several other pieces of bogs can be found here and there throughout Halifax. The upkeep on small patches is, however, becoming too expensive and many are being lost to the encroaching forest land. Cumberland Farms has bought most of this cranberry property.



Truck used in 1920's for bog sanding.

CUTTING ICE



Hilda Morton Thomas



Hilda Morton, Wyman Briggs, James Baker

Before electricity came through the area in the 1920's, it was necessary for everyone to provide their own refrigeration. Most families had an ice house to store their summer supply of ice. Shown in this series of pictures is a wagon load of ice, blocks of cut ice, and the sawing of the ice blocks.

Patronize
your local Iceman.

Ernold M. Hollis
HALIFAX



Sturtevant Ice and Oil



Paul Sturtevant worked on the family Maple Tree Farm until the early 40's when he opened his own ice and oil business, later adding propane gas. He increased his



business to seven trucks, six men, and three women in the office. In 1978 he sold the business and retired.



MAPLE TREE FARM, Plymouth Street



DRIFTWOOD ON HEMLOCK ISLAND



home of
STURTEVANT'S
STURDY *Chicks*

HALIFAX, MASSACHUSETTS

TELEPHONE BRYANTVILLE 504

Halifax was the chicken capital of New England at one time. There were several farms throughout the area, but Sturtevant Farms was the largest and most productive until 1972. George W. Sturtevant started farming on Hemlock Island, formerly called Driftwood. In 1925 he purchased the Melvin Crocker place which he operated as a dairy farm for many years with a chick hatchery being added in 1941. With the discovery of the Chinese art of sexing baby chicks, the chicken business grew and by the 1950's, the dairy farm was gone. However, with the advent of cross breeding, it was not necessary to be an expert to determine the sex of the baby chicks, and the business began to concentrate on market eggs and fowl. In 1969 sales averaged about 500,000 pullet chicks annually. The business was a whole family operation with sons, daughter, wives, husbands, and grandchildren, besides hired hands needed to keep abreast of the changing markets through the years. In 1970 George W. Sturtevant passed away and two years later, with increased costs and the decline of agricultural profits in the area, the business was sold to John Carlton. Today the farm is no longer in operation.



One of many large open chicken ranges



4-decker laying hen house

MILLS

Furnace Street during the 1800's was the busiest and most populated part of town. This all started prior to 1729 when William Sturtevant built a mill. Then by a deed dated Jan. 12, 1729/30, an agreement was made with Thomas Croade, James Sturtevant, Jacob Chipman, James Bryant and Issac Thomas, signed by William Sturtevant to "Build and erect on my land a furnace, cool hse, pot hse, dwelling house with all other houses and buildings necessary for the conveniences and accommodation of said furnace."

By 1821 this site was owned by Hobart & Mitchell Co. and had grown to include as many as 15 buildings.

1835 additions were still being made and in 1838 the blast furnace was taken down and moved to East Bridgewater. The air furnace was taken down and the lumber used to build one of the houses on Elm St. 1840 D&B Morey bought water rights and made woolen goods for Hill and Carpenter of Providence, R.I. They employed 100 people. In 1848 fire destroyed the woolen mill and boarding house with several other buildings. The remaining property was sold to East Bridgewater Gin Works with water rights. In 1850 Elias Carver & Co. owned the site. A box manufacturing mill operated there. This was an outlet for Brockton shoe factories.

The complete businesses were woolen, cotton, long board, shingle and grist mills. In addition, there were a soap factory, a shoe factory and blacksmith shop.



Ye Olde Cotton Mill (built about 1800), Halifax, Mass.
In 1878 the Bosworth Brothers purchased this box board saw mill which operated for thirty-five to forty years.

HENRY M. BOSWORTH, Box Manufacturer.



WOOD AND LUMBER.

Wood of all kinds constantly on hand. Wood fitted for the stove when desired. All orders promptly attended to.

PLYMOUTH STREET, corner FURNACE,
HALIFAX, MASS.



Bosworth Bros. Mill. Wagon loads of boxes ready for delivery to the shoe factories of the area.



Back of mill showing log yard.



A. C. Burrage Co. built the tin mill on the site of Bosworth's mill after Ye Olde Cotton Mill came down.



Inglee's Store



Furnace Street approaching house to the right

WILLIAM H. GUMMOW, Teamnig and Jobbing, Furniture Moving,

Furnace near Plymouth St.,
HALIFAX. MASS.



Henry M. Bosworth and wife, Furnace Street, the former Cushman Place

MILLS



Besides this complex, there were small mills scattered about town such as: J. Fuller Box and Shingle Mill on Wood St., E. B. Thompson Saw Mill off Thompson St., Palmer Saw Mill on Palmer Mill Rd., William M. Tillson Box Boards on Elm St., N. K. Angus Saw and Shingle Mill on River St., and Pratt Mill on River St.

Have your

WOOD SAWED
By

Herbert Dewhurst
Auto Wood Saw

Halifax Mass., R. F. D. Tel. 106-33

**HAYWARD, THOMPSON, HAYWARD CO.,
SAW MILL,
SOUTH HALIFAX, - MASS.**

Box Logs,	\$2.25	per 1000
Long Logs,	\$4.00	" "
Oak Logs,	\$6.00	" "

**N. K. ANGUS,
Steam Saw Mill**
Manufacturer of Box Boards
Shingle and long Board Mill
Slabs for Sale.
River Street, Halifax.

**B. B. Waterman
TEAMING AND JOBBING**



ALSO DEALER IN

Charcoal, Wood and Lumber
All orders promptly attended to.
Monponsett St., HALIFAX MASS.

AUSTIN THOMPSON MILL

WILLIAM M. TILLSON
Manufacturer of Box Boards

Wood sawed and delivered in large or small quantities.

All orders promptly attended to.

Elm Street, near Pond. HALIFAX, MASS.



PALMER MILL

E. H. VAUGHN,

Dealer In

Hay, Wood, Lumber, Etc

Water Saw Mill, Monponset street.

Residence, Plymouth street.

HALIFAX, MASS.

WILLIAM C. HAYWARD
DEALER IN WOOD AND LUMBER

All orders by mail or otherwise promptly
attended to.

FRANKLIN STREET at Plympton Line, Halifax, Mass.



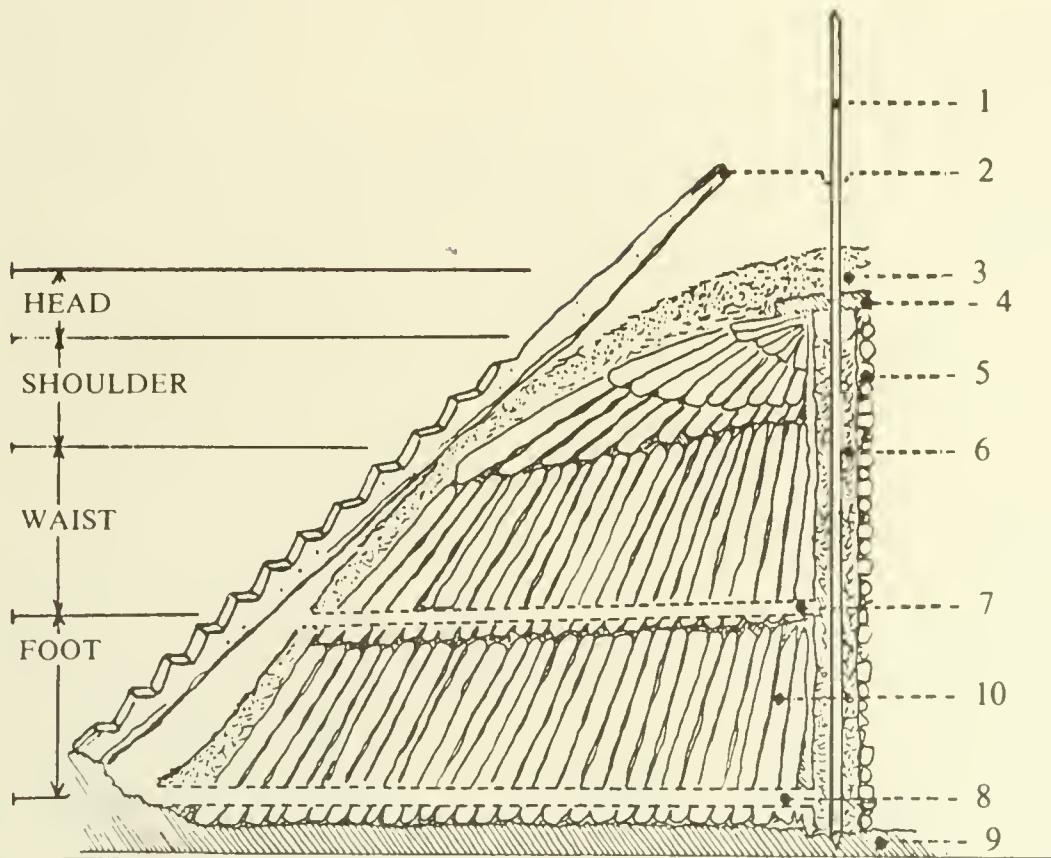
PRATT MILL — Winter



PRATT MILL — Summer



CHARCOAL PITS



SCHEMATIC CROSS SECTION
OF CHARCOAL PIT

1. Fagan
2. Log ladder
3. Leaf and dust cover
4. Bridgen
5. Chimney
6. Kindling
7. Waist vent
8. Foot vent
9. Hearth ... dust ring far side
10. Billets and lap-wood

According to an article by Henry Cobb in the Bryantville News of November 1912, Halifax was once the center of a bustling coaling industry which was active in Plymouth County at that time. Cobb also mentioned that one Martin Bosworth worked at coaling all through the years, supplying large foundries in Boston and in nearby towns. Traces of charcoal pits are still to be found in the woods of Halifax.

Another person who burned charcoal pits was Brad Waterman, father of Halifax's former Chief of Police, Howard Waterman. Mr. Waterman remembers helping his father build charcoal pits. The following is his description of how to build a Charcoal Pit.

"Roughly I would say you take a four-foot stick and make a chimney out of it in the middle. Go up eight-foot high and pile four-foot sticks up around the bottom endways. Then take another tier on top of that endways. Then put a few sticks flat on top of that to kind of grade it off, maybe only like about six inches thick laying in over the top of the ends of the second set-up."

"Cover the top of the chimney with a piece of sod with a few broom-handle holes in it and cover the pile over with some hay. Then put sod around it, that you get from wherever you are, and throw dirt upon it. Use the sod and the dirt together to kind of set it up. Then you have four, five, or six holes, depending on the size of the pit, around the sides and the bottom. You control the way it burns by that."

"Go up on top and build a fire down in that chimney. I don't think he [Brad] ever filled the chimney up. He just kept the fire going down in there, but kept it going slow so that it wouldn't all start to burn up. The pit must be tended day and night and fed a little wood to keep the fire going in the center. After a certain length of time, I've forgotten just the length of time it took, but it would take quite a little while, you'd smother it out when she started to cave down."

"Then of course, when you started to pull it down, to clear the dirt away and everything, there had to be some water around to kill the fire so the charcoal wouldn't burn up."

The last charcoal pit that was made and burned in Halifax was for the 200th anniversary of Halifax in 1934.

FAIRS



DON'T FORGET THE DATES

SEPT. 15 and 16.

\$400 in Premiums in various departments.
Ferguson's Band of Bridgewater will furnish music.

Sports, Running Races, Tug-of-War, Etc.

Genuine Farmers' Dinner, Thursday
TICKETS, 50 CENTS.

Grand Ball Thursday Evening in Hall
Tickets, including Supper, \$1.50. Ferguson's Orchestra

Everybody Come and See us.

Barges will meet morning trains at Halifax station.
Fare to Grounds and return, 25 Cents.

Admission to Grounds, 25 Cents
Children under 10 Free. Free admission to the Hall.

A copy of the ad for the Annual Exhibition and Fair — 1909

SECOND ANNUAL FAIR

OF

HALIFAX GRANGE

DINNER

Adult's Ticket - - - 50 cents

WEDNESDAY, SEPT. 18, 1907



In front of the Fire Station



G. A. Estes & Company



Virgil Ludden and Miss Lillie Waterman



Halifax Grange Fair in parking lot, 1907

Halifax Fair, 1908 or 1909. Note iron fence around Monument



OLD HOME DAY — 1934



Town Hall Green



SOCIAL LIFE



The Halifax Sewing Circle, 1914. It was organized in 1842 as the "Halifax Benevolent Society." It had been in continuous existence since that time until it disbanded in 1966, although its name changed many times through the years. Shown here on an outing to Nantasket, left to right, Mrs. Brown, Lena Dewhurst, Carrie Hayward, Abbie Thompson, Nellie Thompson, Ada and Esther Bourne, Nettie Bourne, Mrs. H. Ramsdell, Effa Wood, Mrs. Newcomb, Grace and Lillian Gummow, Mrs. N.K. Angus, Mrs. Smith Wood.



"Truth on a Holiday," a three act comedy presented by the Plympton-Halifax Christian Endeavor on Thursday and Friday evenings, June 26-27, 1947. Pictured left to right, J. Case, P. Thompson, L. King, R. Case, J. Boyer, C. Billings, T. Minott, A. Hayward, R. McAlpine, E. Watson. Note Town Hall stage scenery and curtain overhead.



Early in May, 1945, fourteen girls met at the home of Mrs. Myra Thompson to organize a Girl Scout Troop. Shown left to right, Priscilla Thompson, Eleanor Joslin, Mrs. Myra Thompson, assistant leader, Lorraine King, Esther Major, Virginia Whitman, Dorene Bosworth, Mrs. Elizabeth Joslin, leader, Estelle Eidler and Beverly Titus.

ANNUAL LAWN PARTY

Ladies' Sewing Circle

Will be held on the

TOWN HOUSE GROUNDS

HALIFAX,

Wednesday, July 26th.

If stormy the next fair day.

Ice Cream, Lemonade, Confectionery, Fruit and Useful and Fancy Articles for Sale.

FIRST-CLASS SUPPER, 20c

Music by the Middleboro Band

Admission, 10 cts

PRATT BROTHERS PRINTERS

This is a copy of the Ladies Sewing Circle flyer for their Annual Lawn Party to be held on Wednesday, July 26, 1899.

MONPONSETT PLAYHOUSE



June 1947 cast members of a three act play, "Abigail Goes Haywire" presented by Senior Girl Scout Troop at Town Hall. Back, left to right, Director and coach Mrs. I. Minott, D. Bosworth, P. Thompson, M. Kilroy, E. Eidler. Front, E. Major, E. Joslin, T. Minott, L. King.

Halifax
Farmer's Club



Season of 1906 . 7

*James J. Thompson, President
Mrs. G. W. Hayward, Secretary*

...Meetings...

- Nov. 14.** At Sylvanus Bourne's
Choice of Officers and Crop Reports.
- Dec. 5.** At W. H. Willett's
Subject: Business methods past and present
Speaker, G. A. Estes
- Dec. 19.** At H. N. Bosworth's
Subject:- Most practical manner of exterminating the Gypsy moth.
Speaker, F. D. Lyoo.
- Jan. 2.** At J. P. Thompson's
Subject:- How can the farmer best protect himself against fire.
Speaker, J. P. Thompson
- Jan. 16.** At Lester W. Bourne's
Subject:- In what way is our town growing
Speaker, G. W. Hayward
- Jan. 30.** At George A. Estes'
Subject:- Alfalfa, its use and value; is it advisable to grow it.
Speaker, Frank Chaffin
- Feb. 13.** At W. C. Hayward's
Ladies night.
- Feb. 27.** At Frank D. Lyon's
Question box.
- Mar. 13.** At G. W. Hayward's
Subject:- The secret of saving.
Speaker, James T. Thomas
- Mar. 27.** At Frank Chaffin's
Subject:- Farm leaks and how to mend them. Labor savers in the house.
Speaker, Watson H. Willett
- Apr. 10.** At James T. Thomas'
Subject:- What is the greatest foe farmers have to contend with.
- Apr. 24.** At Orville C. Cole's
Subject:- What crops to raise and how to raise them.
Speakers, All members of the club.



Members of the Halifax Farmers' Club. 1st row, Nellie Thompson, Mrs. Peck, Edgar Peck, Nettie Bourne. 2nd row, Archer Nickerson, Edith Newcomb, Gertrude Nickerson, Nettie Thomas, Lucy Harlow, Mrs. Gilbert Miller. 3rd row, Mrs. Elwood Buck, Ernest Newcomb, Mrs. Ralph Fish, Anna Parker, Myra Rogers. 4th row, Anna Devitt, Peck's daughter, Mrs. Ludlow, Elwood Buck. 5th row, Louise Lane, Eleanor Wright. 6th row, Mona Currier, a friend of the Chadbourns, John Chadbourn, Mrs. Edith Chadbourn, Doris Hoinghaus, George Parker, Arlene Sturtevant (Kenison now). 7th row, Gilbert Miller, Ralph Fish, Richard Sturtevant, Elmer Wright, Harold Lane, Richard Currier. (Mrs. Arlene (Sturtevant) Kenison enjoys the honor of being the person with the longest membership at the present time.)

1876 — HALIFAX FARMERS' CLUB — 1984

The minutes of the first meeting March 10, 1876 inform us that all attending agreed to become members of a club to be known as the Halifax Farmers' Club organized for the 'purpose of mutual improvement and the promotion of agriculture.' Ephraim B. Thompson was elected President with Van Buren Grover, Vice President, Nathaniel Morton, Secretary, and Josiah S. Pope, Treasurer. And so it began and continues in this 108th year of its organization and the 250th Anniversary of the Incorporation of the Town. It is appropriate that we pause in our activities and wish the Town a Happy Birthday!!!

At each of the early meetings, members volunteered to speak on assigned subjects, such as, "What is more profitable to raise, fresh or English hay?", "How shall we make farming pay?", "What is the best time to top dress meadow lands?", and "What is the best method of cutting and curing grass?"

To add variety to the meetings, in addition to ample suppers and assigned subjects, the piano and graphophone became commonplace, readings and declamations were presented, public information sessions were scheduled, visitations with area Farmers' Clubs were organized and Farmers' Festivals held.

The First Annual Fair and Old Home Day was sponsored by the Halifax Grange and the Halifax Farmers' Club on Wednesday, September 26, 1906. The agenda included, among other items, fancy plowing, team pulling, harnessing contest (won by a lady), greased pole, judging in a variety of categories (cattle to fancy work), and a windmill whittling contest by boys under 14 years of age. An attendance record, still standing, was set on February 1, 1912 with seventy-one present at the home of Mr. and Mrs. Jabez P. Thompson.

Through the years the Club extended its community-centered interests with Agricultural Scholarships, funds for 4-H activities, gifts for the Community Christmas Tree, participation in the celebration of the 200th Anniversary of the Town, and sponsorship of the first Scout Troop.

In 1976 the Club celebrated its 100th Birthday with a gala meeting designed to commemorate the century-long history of the Club.

The 1980's find us involved with planning our part in the 1984 Town Birthday Party commemorating the 250th Anniversary of the Incorporation of the Town of Halifax. In addition, we continue our happy practice of serving ample suppers, being entertained and educated and sharing pleasant evenings together.

While it is true that not many of us are farmers in the sense that our predecessors were, the first stated purpose of organization, that of 'mutual improvement,' continues. A spirit of congeniality and friendship, of loyalty and helpfulness abounds and makes our meetings purposeful. Guests remark of the friendly and informal atmosphere and express their pleasure of meeting with us.

The Halifax Farmers' Club encourages and welcomes new members. It is our hope that others will become interested in becoming members as we begin to make tentative plans for our 150th Anniversary on March 10, 2026.



MEMBERS OF THE HALIFAX FARMERS' CLUB. Front row, Kim Bosworth, Mildred Brown, Roger Bosworth, Zillah Bryant, Harriet Newcomb, Raymond Newcomb, Dorene Kiernan, Albert Kiernan, Olive Baker, James Baker, Howard Waterman. 2nd row, Henry Bosworth, Guy Baker, Gladys Burroughs, William Perkins, Ruth Perkins, Jeannette Bosworth, C. Otis Bosworth, Dorothy Briggs, Wyman Briggs. 3rd row, Anne Forsstrom, Raymond Forrstrom, Florence Hayward, Rachel Waterman, Harold Lane, Louise Lane, Donald Randall. 4th row, Harry Brown, Hilda Thomas, Hazel Briggs, Basil Warren, Esther Warren, Isabel Randall. In front, guest Charles Bosworth.



A men's Drill Team of the Halifax Grange P. of H. #253 about 1910 shown seated on the stage of the upper Town Hall auditorium before this area was converted to office space. All the men dressed in women's clothing would put on skits for their own Grange or visit surrounding Granges. Back row, H. Dewhurst, G.A. Estes, H. Tillson, St. Claire Prime, A. Nichols, C. Dewhurst, F. Simpson, N. Guptill, C. Devitt, W. Wood. Front, unknown, A. Wood, A. Dewhurst.



Drama presented by members of the Grange, 1934. Back, left to right, C. Devitt, M. Schindler, Z. Baker, D. Bosworth, C. Bosworth. Front, J. Baker, E. Dutton.



During their 50 plus years of organization, the Grange performed and gave to many home and community service causes. One of these was the giving and planting of a Christmas tree in front of the Town Hall in the 30's. Shown here are, Jared Baker, Maude Nicol holding niece Janice Nicol, Charles Nicol, Hilda Watson, Harry Brown, Mae Dutton, William Ladd, Rev. Warren Leonard and Edwin Dutton.



The Halifax Grange P. of H. #253 was founded in Halifax on Dec. 27, 1905 and met for 56 years on the 1st and 3rd Tuesday of each month. With the decline of agriculture in the area, their membership dropped and in 1968 their charter was ended. Pictured above in 1947 are front, Virginia Whitman, Esther Major, Patricia Schindler, Mary J. Schindler, Josephine E. Ladd, Susie Minor, Maude Nicol, Dorothy G. Bosworth. Back, Virginia Sheldon, Hilda Watson, Dorothy Lane, Harry Cone, Charles T. Nicol, James Case, Rufus Case, William H. Ladd, Thora Harris, Nettie Thomas, Marion Stoddard.

THE WATSON PRESS

THOMPSON STREET, HALIFAX, MASS.

TELEPHONE BRYANTVILLE 305-4

BILLHEADS
LETTERHEADS
ENVELOPES
TICKETS
PROGRAMS

POSTAL CARDS
FOLDERS
OFFICE FORMS
BOOKLETS
BUSINESS CARDS

SAVE TIME! SEE YOUR LOCAL PRINTER!

Also responsible for many photos in this book.



Myrtle Estes gave one of her first piano recitals in Brockton under the tutorship of Mr. Shaul in June, 1898. The following year, 1899, she was one of 4 students to graduate from Halifax High School. "Myrtie" (Estes) Armstrong, the daughter of George A. Estes who ran the Central Store, married and settled in town. For more than 75 years Myrtie gave of her talent at the piano for every meeting, play, talent show, minstrel show, choir, dance orchestra, etc., while raising her own family. She loved children and in 1964 was awarded a Certificate of Recognition for services rendered as pianist for the Junior Choir. She always had a ready smile and a thank you was all she needed to have her continue playing for any audience.



Baseball has been a popular pastime in Town for many years. The Mayflower League was organized in 1920. Shown here are the 1923 champions. Front, P. Willette, A. Heinonen; 2nd row, A. Braddock, L. Billings, C. Devitt, J. Baker, E. Hayward; back, H. Ramsdell, G. Baker, L. Mantyla.



Behind the Central School in the 1920's — shows the popularity of the winning Halifax Town Team.



Town Team in the 30's — Front, H. Deming, A. Braddock; 2nd, J. Deming, N. Braddock, J. Aubert, E. Braddock; back, R. Trop, H. Mitchell, A. Thomas, J. Rigo, J. Bouldry.



In the 40's the Town Team continued to have full support with younger brothers and sons now on the team here behind the Central School.



Action at home game — Vaughn Memorial Field



Top of the 8th, away game.



1942 "Hunting Group" home from Maine. This group and others went hunting annually for more than 25 years. From l to r: back, George Sturtevant, Milford Dennett. Front, Manny Benevedis, Pat Willette, Deke Bricknell, Ray Dodge, Lawson Billings, Ed Hayward, Alan Braddock, Tiff Braddock, George Sayce, Ralph Hayward, Jr., Russell Sturtevant, Ralph Hayward, Sr.



The Canal Project of 1909 included this group of surveyors working in Halifax on a proposed canal to go from Monponsett Pond at 11th Ave. and follow the brook by Indian Path to the Fire Station, to swampland across South Halifax to Tomson Mill Pond on Thompson St., by way of the Winnetuxet River, and hence to the Taunton River and the ocean.

Clarence Devitt and wife in sulky.



The Gentile children and friends: l to r, Albrico, Phil, Manual Monteiro, Steven Croghan, Leo, Polibio, Sonny and Cesare, Jr.

A memorable event around 1910 was this procession of circus elephants that performed at Grover's Corner (the four corners at the intersection of Routes 106 and 58).



BI-CENTENNIAL

With the vote of Annual Town Meeting in 1931 the following people were appointed by the then Town Moderator, James W. H. Baker, to serve on the 1934 Bi-Centennial: Jabez P. Thompson, Clarence E. Devitt, Jared B. Baker, Mrs. Ella F. Baker, Mrs. Austin Thompson, Helen Thompson, Clyde O. Bosworth, Mrs. Florence Hayward, David M. Briggs, Charles Donati, Mrs. Mary J. Schindler, Mrs. Gladys M. Burroughs, James T. Thomas, G. Harry Armstrong, Mrs. Florence B. Barnes, Nathaniel S. Guptill, George L. Schirmer, E. Lawrence Grover, Mrs. Mildred Grover, Gilbert C. Thompson, George A. Estes, Zillah A. Baker, Roland H. Minott, Ralph B. Atwood, Mrs. Marian P. Tillson.

The 200th Anniversary Celebration of the incorporation of the Town of Halifax in 1934 began on Sunday, July 1, 1934 with special services in the Congregational Church at 10:30 a.m. and again at 3:00 p.m. with a large number of people attending from other towns, quite a number of them coming from long distances. The morning service was under the direction of the pastor, Rev. Warren Leonard. The principal service of the day was at 3 in the afternoon, when the edifice was filled to overflowing. After the auditorium was filled, chairs were brought in, and still there were many who had to stand during the service. The sermon was "Youth of To-day and Church of To-morrow," by Rev. Scott C. Siegle of Westminster, a former pastor of the church.

On Tuesday evening, July 3rd, the Halifax Grange held an open meeting with the public invited. About 200 people were present and were welcomed by Charles Nicol, Master of the Grange, who in turn presented John Renshaw, Master of the Juvenile Grange. A fine program was presented consisting of solos and duets, addresses by invited guests, an original poem by George A. Estes who had recently observed his 79th birthday and had been the second Master of the Grange some 23 years earlier, and a historic paper was read by president of the Historical Society, C. Morton Packard, that had been written 50 years previous by Ephraim B. Thompson about historical reflections of Lieut. John Thompson. It told about the famous Tomson gun, which is 7 ft. 4½ in. long, with the barrel itself being 6½ ft. long and weighing 20 lbs. 12 oz. It also told about the first Tomson house built in Halifax and how after it was rebuilt, it was again torn down in 1828 with the only part left being the old door-stone which the plaque is attached to today. Also mention was made of an apple tree on the farm which was 140 years old then in 1934 that had yielded 36 bushels of apples that year.

Wednesday, July 4th, was the big day of celebration and it began at 6 o'clock, sunrise, with the bell on the Congregational Church being rung to usher in the nation's birthday as well as the 200th anniversary of the incorporation of the Town of Halifax and the little old town was filled with the folks from this and all surrounding towns as well as a large number of the sons and daughters of the town who had moved to other places and had returned to meet old friends and make new ones. There were also people here from as far away as Halifax, England.



Chief of Police Charles Donati



Maurice Robbins' ox team and an unidentified boy waiting for the parade to begin.



One of the features of the parade was a number of older forms of transportation. Shown here is a four-horse hitch stage coach.



Halifax Grange float with from l. to r.: Dorothy Holzworth, Elizabeth Armstrong, Louise Titus and Dorene Bosworth. An old school bus converted into a truck was used for this float.

At 10:15 a.m. a baseball game started at the Vaughn Memorial field behind the Central School between the Halifax Town Team and a team from Rock village, which resulted in a score of 7 to 5 in favor of the Halifax team.

At 11:15 a.m. a tablet was unveiled on the site of the first John Tomson house, the first home in Halifax. This house was destroyed by the Indians in the Indian War of 1675. The four young children of William and Bertha (Thompson) Crosby participated in the unveiling of this tablet placed on the original hearthstone of John Tomson's first home.

At 12:00 noon a tablet was unveiled at White's Island commemorating the capture of the Indian Wamsutta. The inscription on the tablet read: "Near this spot Wamsutta was taken prisoner by Maj. Josia Winslow, an incident said to have precipitated King Philip's war. Placed by the Halifax Historical Society."

Shortly after 10:00 a.m. a parade through the center of town began. First in line was Chief of Police Charles Donati on his motorcycle, followed by members of the Board of Selectmen in automobiles. Among the features of the parade was an ox team, an old stage, a replica of the ship, Mayflower drawn by four horses, a Congregational Church float, and decorated floats of the Halifax Grange, a float from Laurel Lawn Farm of J. Homer Tillson which carried two beautiful dairy cows, Ralph Sturtevant dressed as an old-time preacher and carrying a large ancient Bible rode a big jet black horse, the Halifax Gardens showed a beautiful display of their roses. There were several autos decorated in streamers and one of the latest things in new autos.



The Congregational Church float depiction of the first organized Sunday School in America in Halifax. Left to right: Nathaniel Guptill, Edwin Dutton, an unidentified boy, Kathleen Watson, an unidentified boy, David King, Mary Hayward, Allan Hayward.



Float with George A. Estes seated in chair, and others unidentified.



Tomson Stone — Jabez Thompson and grandchildren. Left to right, Thompson, Elizabeth, William and John Crosby



Unveiling of tablet at White's Island by Misses Marilyn and Marjorie Benson, twin daughters of Mr. and Mrs. Paul Benson, and speaker Elroy S. Thompson.



A musical selection was given by the Hanson Girl Scouts Bugle and Drum Corps. An address was given by Elroy S. Thompson, the first President of the Halifax Historical Society, who spoke briefly of the event that took place on this spot. The presentation to the town was by C. Morton Packard and the acceptance was by Jabez Thompson.

Both of these tablets were gifts of the Halifax Historical Society. The Society was also instrumental in placing 15 temporary wooden markers in different locations throughout the town. Some of the sites had considerable history connected with them; others were less well known because the people who could tell their stories were deceased.

The 1st marker, beginning at the easterly end of the town, was on the site of the Sturtevant house. The first Samuel Sturtevant lived and died in Plymouth, but he bought about 400 acres in the Majors Purchase and settled his son, Samuel, on it. Samuel built the first grist mill in town. The 2nd site marked was that of the first schoolhouse at the corner of Plymouth and Holmes Streets, near the house formerly occupied by the George Bliss family. It is not definitely known when it was built, but there was a schoolhouse there until about fifty years before 1934, when it was moved to Grover's Corner. The 3rd site marked was the East Cemetery, the oldest in town. The original deed is dated June 27, 1728 from Samuel and Josiah Sturtevant to a lot of people and recorded June 28, 1728. Andrew Richmond sold it to the town of Halifax on November 30, 1868 and for some unknown reason, it was not recorded until March 10, 1908. There is an open space on the easterly side where there are no gravestones. No one really knows why it is there, but there are supposed to be unmarked graves.

The 4th site marked on Plymouth Street was that of the Richmond parsonage. Rev. Abel Richmond, who served the church from 1800 to 1832 lived there. It was then owned by William Bunker. Going along to the center of the town were several markers. The 5th site was Dunbar's Tavern. This was a large, two-story gambrel roofed building built by the elder Daniel Dunbar for his son, Daniel, possibly as early as 1700. Many stirring scenes took place there as the Dunbar's were Tories and the younger Daniel was driven out of town. This building was bought and torn down by J. Levering Jones more than 80 years ago. The 6th site was the first meeting house built by the proprietors in 1733 and deeded to the town in 1752. In 1854, this same building was sold by the church to the town, together with a strip of land, and was used solely for town purposes—a new building having been erected for a church in 1852. Across the street was the 7th site, the house known as Pope's Tavern, built by Stafford Sturtevant for his son-in-law, Captain Henry Pope. It must have been built prior to October, 1830 because it was in this tavern that the convention was held on October 13, 1830 that sent John Quincy Adams to the 23rd Congress in Washington, D.C.

Going down the hill was the 8th site of Bosworth's Tavern where George A. Estes lived. Ignatius Thompson referred to this place as having been built in the very early days by Deacon David Bosworth and afterwards kept as a tavern by his grandson, John. According to the late James T. Thomas, this building was burned about 125 years ago. The 9th site marked on Plymouth Street was that of the Universalist Church which was built in 1828 and dedicated on January 1, 1829. There is an interesting story connected with this church. Darius Cobb, the noted artist, used to preach there when he was a young man, and his twin brother, Sylvanus, preached on alternate Sundays. They looked so much alike, the congregation couldn't distinguish them. This society was rather short lived and the building was sold and was moved and used as a barn on the Kate Mitchell place. The 10th site was the old cotton mill built by the Mowry's of East Bridgewater about 1800. This later became known as Bosworth's mill; the Bosworth brothers, Henry and Daniel, owned it and for 27 years carried on a box board business. When Henry was a young man, a company from Bridgewater put in a box board machine, the first one ever made. The 11th site was on South Street at what is believed to be the first muster field. The 12th marker was placed on the site of the old "Trunk Meeting House" on Fuller Street. This church got its name from the shape of the original church whose ceiling was said to have been rounded like the lid of a trunk. This church was of the Baptist denomination. The first society is said to have been organized in 1821 and reorganized as a branch of the Central Baptist Church of Middleboro in 1835. The 13th marker was placed near the site of the Drew place on River Street and stated that about thirty rods south of that spot stood the original stockade. The 14th site marked was Thompson's mill owned by the proprietors, one of whom was Zadock Thompson, who inherited the famous long gun. This gun was sold by his grandson to Mr. Johnson of the Iver Johnson Co. and is now in the care of the Taunton Historical Society. And the 15th marker was placed on Monponsett Street to mark what was known as Palmer Mill. This mill was owned by eleven proprietors, one of whom was Samuel Palmer; some of the others were John Sturtevant, Sr., Jabez Soule, and for many years by Edwin H. Vaughan. Mr. Vaughan was the owner when the mill was struck by lightning and burned in 1919.

At 1:00 p.m. a dinner was served by a well known caterer in a large dining tent that had blown down the previous evening during a violent thunder and lightning storm. This picture shows the large gathering on the Hall green for the festivities.

Shown on the following page is the site of the afternoon programme which began at 2:15 p.m. with a band concert by the Middleboro High School Band. The address of welcome was given by E. Laurence Grover, chairman of the bi-centennial committee, followed by the invocation by Rev. Francis Houston



of Monponsett Church, with songs sung by William Gammons, greetings from the parent town of Middleboro, a historical address by Rev. Paul Sturtevant Howe, whose father was the fifth pastor of the church from 1832 to 1835 and whose mother was a native of Halifax. Shown here is a view of the Town Hall green by the driveway with the seating arrangements and the outdoor stage used by the speakers during the day. The stage was surrounded by evergreen trees and blended very naturally with the rest of the area. Note how few maple trees were there.

Some distance from the rear of the Town Hall was an exhibit of the making of charcoal by Austin Bourne who had been a charcoal burner for more than eighteen years. The charcoal pile contained 14 cords of hard wood piled closely together, covered with green hay and on top of that was about 5 inches of sand. The pile had to burn for two weeks before it was done, and at this time had been burning for one week. Mr. Bourne expected to get 500 to 600 bushels of charcoal from it.

A log cabin replica of the first house in town served as a registration booth throughout the day where everyone attending the programs of the day was asked to register, as all records of the events of the celebration were to be sealed and not opened until 100 years from that date, 2034. However, at this time it is not known what happened to them. Perhaps someone who reads this will be able to shed some light on this matter.

The Congregational Church was open all day until 9:00 p.m. with exhibits and photos on display. In the lower Town Hall several old-time industries were carried on with Mrs. Carrie Hayward braiding rugs, Mrs. Anderson of Pembroke spun wool and flax, and the Ladies Sewing Circle tied a quilt. Also on display was the old Tomson gun (closely guarded all day), Indian relics and wooden ware. Outside was a very ancient ox shoeing frame used by Jared J. Baker. A 3-inch cannon ball found in the vicinity of the old foundry was presented to the Historical Society.

A very modern touch was given to the afternoon program when Raymond Newcomb flew over the Town Hall grounds and circled several times in his airplane. Throughout the day, little Puritan girls dressed in gray with white caps and kerchiefs acted as ushers. They were Myrtle Churchill, Joyce Sands, Virginia Thomas, Adeline and Alma Baker, Isabelle King, Marjorie Angus, Mary Hayward, Edith Robinson, Elizabeth Monroe, Elizabeth Armstrong, Mary Renshaw and Catherine Mitchell.

At 7:15 p.m. a pageant was presented written by Mrs. Isabell Nason, a former native of Halifax. It was entitled, "Halifax 1734-1934." The outdoor stage, shown on next page, was built on the Town Hall lawn and was banked with evergreen trees on three sides. This gave a very pleasing effect for the pageant in which a large number of townspeople participated, portraying the various historic episodes pertaining to the life of the town through the past 200 years and more. The first scene opened with the green corn dance by the Native Indians. Those portraying the characters of Indians included: Mrs. King, Mrs.





PAGEANT PLAYERS — Left to right, front row, Cesare Gentile, Albert Thomas and David Briggs. Second row, Mrs. Christina Guptil, Mrs. Grace Wood, Mrs. Gladys Burroughs, Miss Geneva Rogers, Mrs. Etta Briggs, Mrs. Dorothy Willis Briggs, Miss Edith Robinson, Mrs. Susan Leavitt, Mrs. Frances Packard, Mrs. Eleanor Packard, Miss Virginia Thomas, Mrs. Hilda Thomas, and Mrs. Annie Robertson. Rear row, Elroy Sherman Thompson, N. S. Guptil, Mahlon Leonard, William McKay, F. W. Oeffinger, George Thomas, Laurence Grover, E. H. Leavitt, C. S. Packard, W. A. Leonard and James Robertson. In front of rear row, three boys of pageant.

Joseph Renshaw, Mrs. F. Hayward, Isabelle King, Mary Hayward, Albert Grover, Arthur Boyd, George Thomas, and William McKay.

Scene two portrayed the first family of Halifax in their home, with the following characters: Mr. and Mrs. John Thompson, Sr., taken by Miss Helen Thompson and Laurence Grover; young Mr. and Mrs. John Thompson, taken by Mr. and Mrs. Irving Minott and two children. This episode depicted the Indians entering the Thompson home and frightening the family, upon which Mrs. Thompson seized a stout oak-handled broom and drove them away. They returned later and set fire to the dwelling.

Episode three showed the call for the first town meeting by a letter signed by J. Quincy to assemble at the home of Samuel Sturtevant on July 18, 1734. The part of the clerk, Ignatius Cushing, was taken by Wyman Briggs; Selectmen — David Bosworth by Clyde Bosworth, Ebenezer Fuller by Lester Bourne; and another part taken by Frank Oeffinger.

Episode four was the church incorporation period. On October 13, 1734, eleven women and eight men took letters from the Middleborough church to join the religious society in Halifax and founded the church, with Rev. John Cotton, grandson of the famous Rev. John Cotton of Boston, as the first minister. Those taking part in this episode were Mr. and Mrs. Wyman Briggs, Mr. and Mrs. Lester Bourne, Mrs. David Briggs, Mrs. Earl Wood and son Ellsworth, and the part of Rev. Cotton was taken by Rev. Warren Leonard.

The part of the Tory in the next episode was taken by Nathaniel Guptil. The Tory was run out of town for refusing to take sides with the townspeople. Others in the cast included Continental soldiers: Mr. Briggs, Richard, Robert and Theodore Grover. The graceful minuet was then danced by the following young people: Mr. and Mrs. Herman Galbraith, Mr. and Mrs. Paul Benson, Miss Muriel Otto, Mrs. Stanley Tillson, Richard and Ralph Sturtevant.



The next episode was the War of 1812, depicting Captain Asa Thompson who was known as the "tall captain" because he was 6' 6" tall, with Adnah Harlow of Middleboro taking the part. It is interesting to note that this company was chartered by John Hancock who was the first governor of Massachusetts after the Revolution. Others taking part in this episode were Mahlon Leonard, Joseph Renshaw and Henry Bosworth. In this episode they were sent to guard the Gurnet, and later transferred to Boston harbor. The Civil War period was next portrayed by the same company which also fought in the Civil War. There were 101 men who went from Halifax, this being seven more than were asked for. Twenty-four never returned.

The next episode featured the Lancers' quadrille with the well-known old-time fiddler Thomas Flynn of Plympton, who called off the numbers as he played. Two sets were formed and those taking part were Mr. and Mrs. George Bliss, Mr. and Mrs. Edwin Dutton, Mr. and Mrs. William Robertson, Mr. and Mrs. Edward Leavitt, Mr. and Mrs. Thomas Higgins, Mr. and Mrs. William Barnes, Mr. and Mrs. C. Morton Packard, and Mrs. and Mrs. Charles Packard.

The Spanish-American War was represented by Comrade Wood and Rev. Paul Sturtevant Howe, who was one of the principal speakers of the afternoon. Next came the World War and at this time there was community singing of "Smiles," "Long, Long Trail," and "Pack Up Your Troubles." The flag was carried by Albert Thomas. Others participating included Frank Minott, Guy Baker, Edwin Hayward, Cesare Gentile, Frank Purpura, Louis Stevens and J. Logan, all veterans of World War I.

A pleasing march and flag drill was presented by pupils of Miss Margaret Conneally with the following taking part: Helen Ferry, Helen Woodbury, Isabel King, Myrtle Churchill, Ruth Estes, Stephania Onulak, Marjorie Angus, Elizabeth Munroe, Frederick and Leonard Krappe, Raymond Brown, Robert Woodbury, Robert Holzworth, John Renshaw, Henry Bosworth and Frank Radford. At the close of the pageant all of the characters grouped on the stage and united in singing, "America."

In the evening, a dance was held in which every other number was an old time dance with music furnished by an orchestra under the direction of Walter Milne and assisted by Thomas Flynn of Plympton and his old-time fiddle.

It was estimated that between two and three thousand people participated in the 200th birthday anniversary. Everything went off smoothly, and there was nothing to mar the day from start to finish. The schedule went on time and everyone did his allotted part cheerfully. The memory of the day has long been cherished by townspeople and visitors alike.

An interesting report from the Treasurer of the Bi-Centennial Committee was in the Town Report in 1934. As we plan now for the Town's 250th anniversary and begin to plan costs of today for our celebration in 1984, the following copy of the financial report in 1934 is a real eye opener to our ever-rising costs of today:

REPORT OF TREASURER OF BI-CENTENNIAL COMMITTEE

PAYMENTS			
Mrs. C. F. Tewksbury, Secretary,			
Postage	\$20.75	James Edgar Co., Materials	42.11
J. E. Watson, Printing stationery	25.00	Luther Churchill, Soloist	8.00
J. E. Watson, Printing programs	60.50	Charles Packard, Entertaining speaker	8.00
J. E. Watson, Printing dinner tickets	5.90	Peter Bouley, Trucking and cleaning up	12.00
Austin F. Bourne, Labor, coal pit	63.50	Emil Bouley, Labor	4.00
George Stone, Labor, coal pit	45.00	Mason Dean, Microphone	5.00
Halifax Grange, Soloist and accompanist	15.00	E. L. Grover, Cash paid for small wares	2.96
Thomas Flynn, Violinist	6.00	C. F. Benson, Four horse team	15.00
T. Morton Packard, Cash paid for sign	1.75	Maurice Robbins, Oxen	5.00
Wolf, Fording Co., Costume and make up material	5.63	Edwin Hayward, Labor	7.20
W. W. Gammons, Soloist	15.00	Joseph Renshaw, Labor	3.60
Thomas F. Holman, Dinner	262.50	Everett Wood, Labor	3.60
Thomas F. Holman, Rent of three tents	50.00	Plympton Grange, Repairs on tables	10.00
Warren Hall, Quartette	20.00		
Evaline Peirce, Bugle and Drum Corps	10.00		
Taunton Lumber Co., Lumber and nails	45.31		
Carl F. Otto, Professional Services	8.00		
Stearns Cushing, Band	50.00		
RECEIPTS			
		J. P. Thompson, Treasurer	\$659.31
		Sale of dinner tickets	183.00
			\$842.31
		Appropriation	\$500.00
		Overdrawn	159.31
		Respectfully submitted,	
		N. S. GUPTILL.	



A view of the Town Hall grounds from the upper windows.

INDEX

Acknowledgements	1
Bicentennial (1934)	89-95
Businesses	63-79
Cemeteries	34-35
Census, 1790	6-7
Churches	24-26
Depots, Railroad	45
Fairs	80-82
Fire Department	42-43
Houses, Old	54-62
Incorporation	4-5
Introduction	2
Library, Holmes Public	47
Lindbergh	41
Maps	9-13
Police Department	44
Post Offices	46
Preface	3
Rivers and Scenes	14-23
Schools	48-53
Social Life	83-88
Town, Center of	27-33
Voting Lists 1818	8
Wars	36-40

